# '67 FORECAST – SLOT CARS and MODEL KITS

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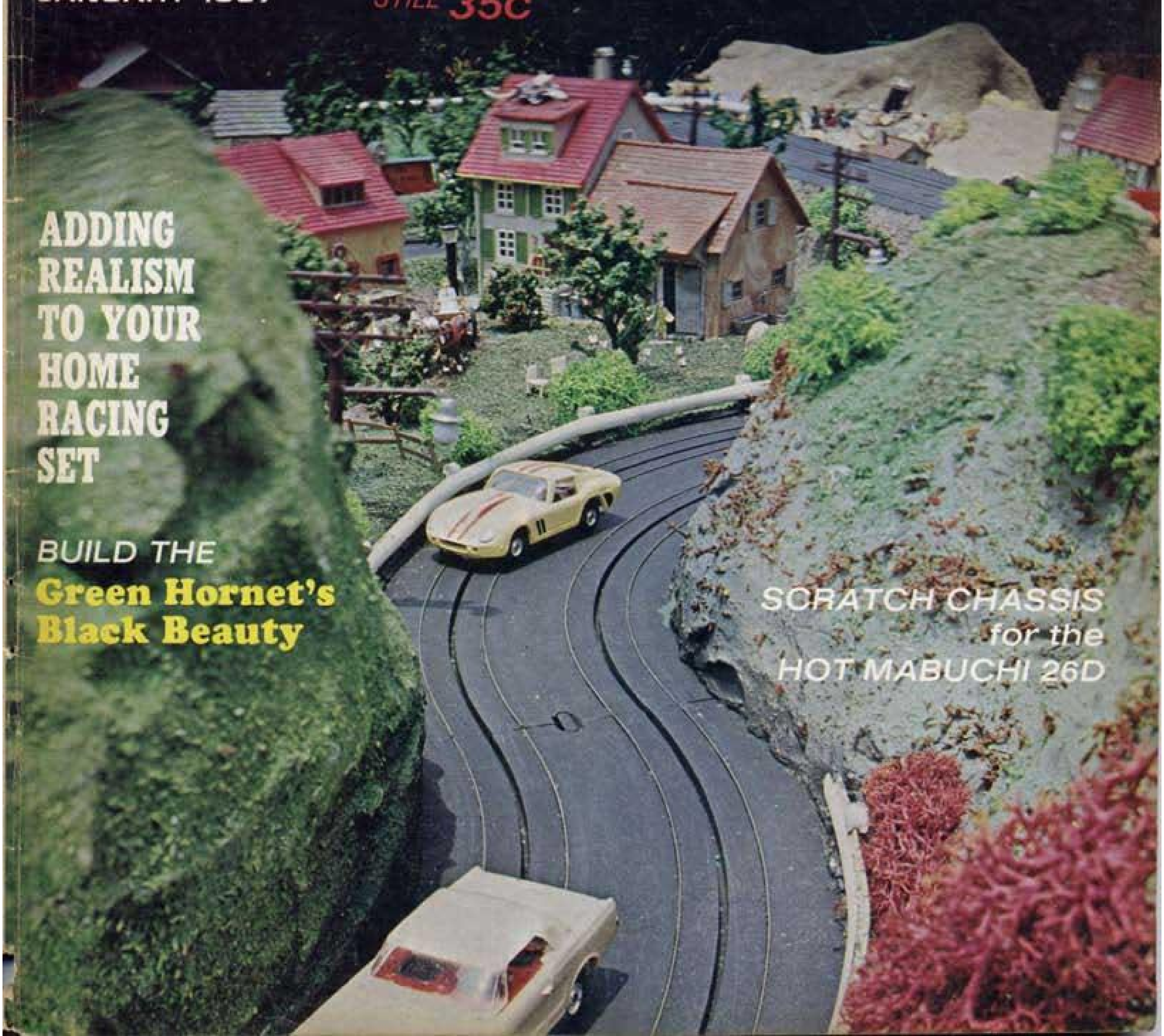
# model car Science



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# model car *Science*



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**Volume 5, Number 1** **January, 1967**



ON THE COVER — If your stay-at-home racing has been coming out a little dull . . . maybe it's time you got up off the floor and added a bit of realism to that plastic track. No matter what the scale, the racing world has gone detail conscious, offering you all kinds of scenery stuff to make your scale action seem like for real.

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# **MODEL MAIL**

## HE DIGS THOSE TRUCKS

I'd like to compliment you on the great article in the October issue, about Ulrich's fabulous metal truck kits. It's about time someone realized that trucks can be customized with just as much success as cars.

The Ulrich company should be congratulated on this fine line. I hope they continue to expand it.

Is there any way that these trucks could be motorized for HO slot racing? This would be strictly for amusement, of course..

Donald Ferree
Climax, N.C.

*Thanks for the compliments, Don. The trucks could be motorized, but it would take a bit of thought. As you no doubt realize, it is possible to motorize just about anything! We imagine the mad man who did the article on this truck will no doubt take a crack at it. (Right Ray?)*

## THIS IS A REAL SWITCHEROO!

I dig your mag, and I'm sure you can help me. I am a 1/32 scale fan. That lets me out of organizations like HOCCI, (H.O. Competition Cars International) which is for the H.O. people. I'm not against H.O., but I do think that us "big guys" should have the same thing.

Roy Martinez
Miami, Fla.

*Hear that H.O. fans? Can you believe that one? Only a year ago the H.O. people were screaming for an association like the ones the "big guys" have!*

*Well Roy, you haven't got it as bad as you think. NAMRA, which stands for North American Model Racing Association, has the organization you are looking for. It's a national outfit, and the best, in our opinion. Membership costs $3.00 a year, if you are 17 years or younger, and $5.00 if you're 18 years or older. Complete rules are yours and they're sensible and right to the point. NAMRA's address is P.O. Box 578, Times Square Station, New York City, N.Y. 10036.*

## HARD TO FIND PARTS

Where can I purchase the new Cox Super Slicks?

Ted Bloomberg
Redondo Beach, Calif.

*We wouldn't exactly classify these tires as "hard to find", Ted; but in case your local shop owner doesn't have them, he can and should place*

*Continued on page 8*




# pro!

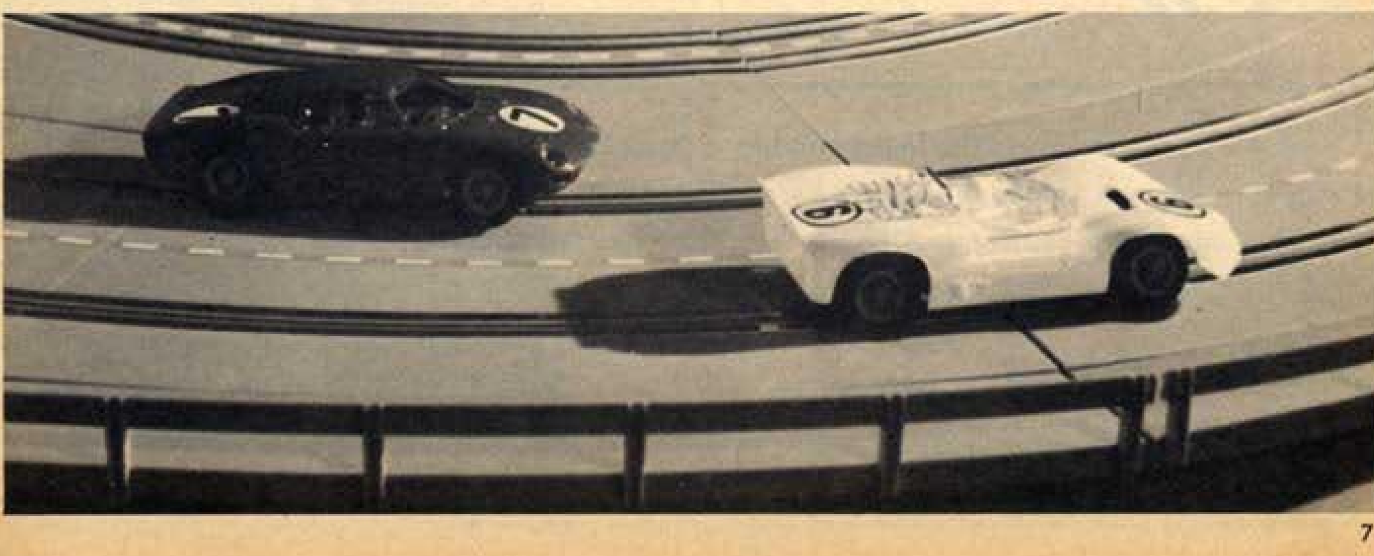
## Now enjoy pro quality slot racing -at HOME- on your own raceway!

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*Continued from page 6*

*a special order. Also, check our mail order advertisements, and those of our sister mag, MC&T. Most of these companies carry everything; so if you don't see it, just send the correct money, plus their postage fees, and a description of the part. Chances are they'll have it.*

### NEEDS A WATER PUMP!

A few questions, just to see how sharp you fellas are. Do you know of any flexible H.O. track? I have an H.O. layout with a mountain and pond. I would like to know what type of pump I could use to pump the water from the pond back up to the mountain, and how much it would cost. Do you know if there is an H.O. body shell of a '41 Willys? Last but not least, I am building a car out of an airplane wing (!) and want to know if it is eligible for your model car contest.

Wayne Nelson
Reseda, Calif.

*By flexible track, we assume you mean something a little more pliable than the run of the mill plastic snap together track. We have no knowledge of any track like this, and frankly, we don't see why you need it, Wayne. You can bank your curves with Aurora's banked curve adaptor, and all the snap-together stuff is flexible enough to make hills, etc.*

*A perfect water pump for your application can be purchased from Edmund Scientific Co., Dept. MCT, 101 East Gloucester Pike, Barrington, N.J. 08007. The number of the pump is 50,345, and it is listed on page 55 of their latest catalog, number 671. The price of the pump is just $2.25. They pay the postage too! We advise sending for their new free catalog, which is crammed with items that the sharp slot racer can use, such as mercury switches for making stop lights, etc.*

*About that airplane wing, Wayne. Are you putting us on? If not, sure, send a picture of the finished plane (?) car (?) or whatever you choose to name it. If it's original, we'll publish a picture of it.*

*Finally, concerning the '41 Willys body shell, we can't help you. To the best of our knowledge no one makes this car in H.O.*

### A FOUR WHEEL DRIVE WHEELIE?

A buddy of mine said he saw a slot car with four wheel drive, do a wheelie! Another friend said he thought it was impossible, because of weight transfer. True or false?

Bob Reeder
Birmingham, Ala.

*A four wheel drive car usually has a lot more traction than a two wheel*

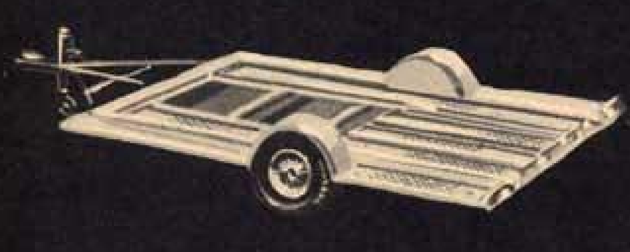
*Continued on page 10*

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*Continued from page 8*

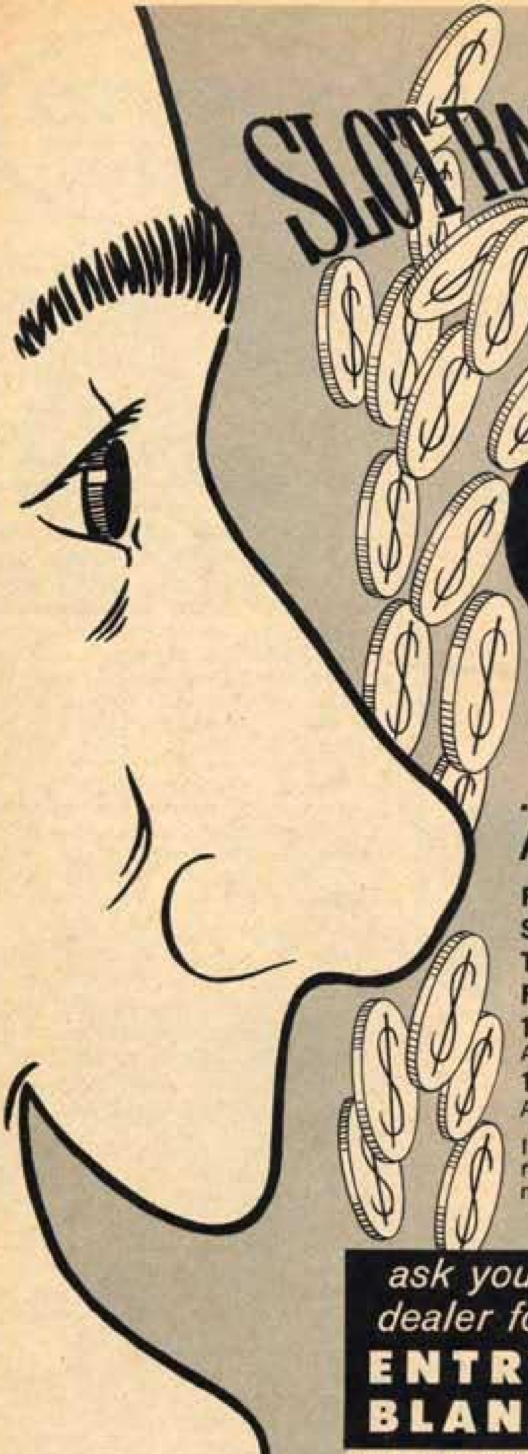
*drive, as you probably know, Bob. However, ti is weight transfer that causes a wheelie, not the other way around. This car, if it has a powerful enough motor, could probably do a wheelie, off the line, although it would have a tendency to come down a lot faster than a conventional car because of the additional weight in the front end.*

## A TRACK CONDUCTOR PROBLEM

I'm new to this sport, and I'm building a three lane track in my basement. Like most people, my wallet is pretty thin, so I wonder if you can name a couple of places where I can obtain track tape or braid at a reasonable price? I would also like to buy some grass mats and overhead lights for my track, with an inexpensive price tag.

Louie Lee
Charlesbourg, Que. Can.

*In order of cost, you can purchase 180 feet of adhesive backed aluminum tape, for $2.95, 90 feet of adhesive backed copper tape, for $4.95, or 100 feet of 3/16" wide Cox Stik-Trak, which is a self-adhesive, braided wire conductor, for $17.20. The Stik-Trak is also available in 500 feet rolls for $66.50. If you want 1/4" wide, 100 feet for $22.50, and 500 feet for $86. All are available from Western Hobbies Inc., P.O. Box 49978, Los Angeles 49, Calif. 90049. Include 50¢ postage. Don't forget, if your track has a lap length of 50' per lane, it will take 100' of conductor per lane, since a strip goes on each side of the slot!*



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In addition to these big prizes, everyone who enters this contest will receive a free copy of Aj's new booklet "In The Winner's Circle". Enter now! You may be a winner.

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Just write, in 100 words or less,

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**Rules:** Entry blanks must be secured from slot racing centers and accompanied by stamped, self addressed envelope if entrant desires list of winners at close of contest. Foreign entries are acceptable if written in English or accompanied by a certified translation. All entries must be accompanied by proof of purchase (tear off card) or reasonable facsimile and multiple entries may be submitted if accompanied by proof of purchase for each entry. All entrants will receive copy of booklet "In The Winner's Circle." All entries become the property of AJ's National Raceways and must be submitted by February 28th, 1967. Open to all but employees of Aj's National Raceways and its advertising agency. Contest to be judged by competent experts of 3 leading magazines devoted to slot racing.

This offer is void in any county, state or municipality where this contest is prohibited by law.



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# NEW TO SCALE

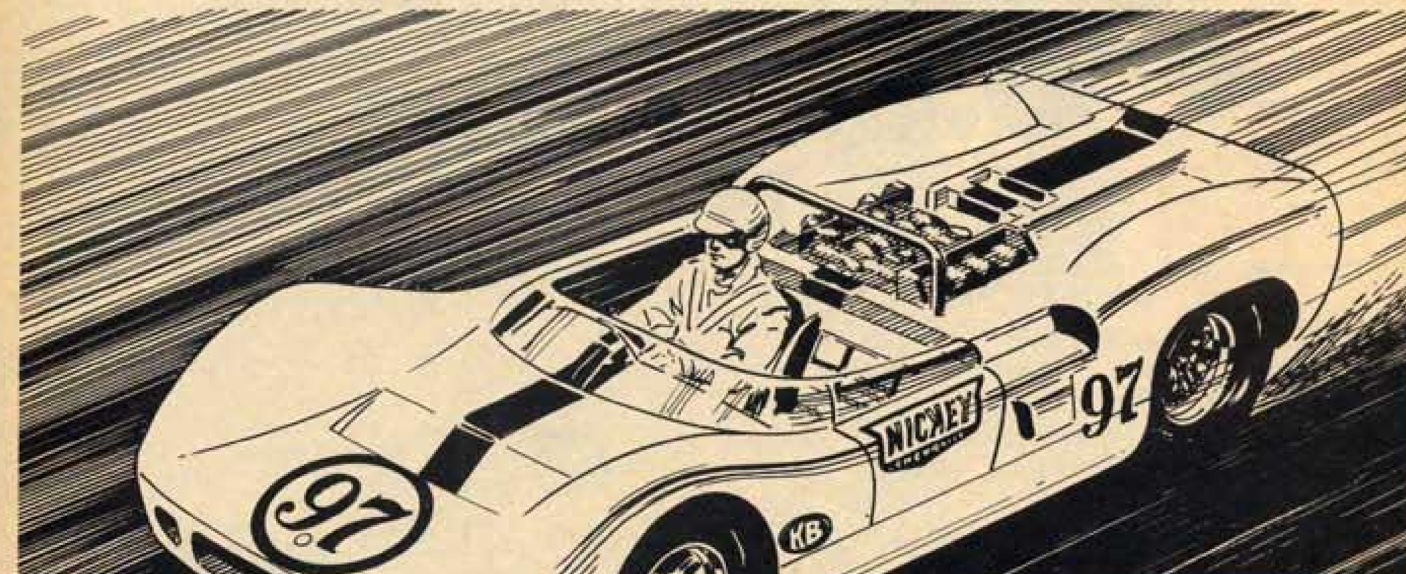


**Specially designed for maximum stowage** space, with its unique swing-up lid, is just one of the better features that make the new Case Master slot car tote box worth checking. Lid doubles as a work area; trays slide out and have adjustable partitions; interior fully finished and painted. For stores and more info, write: Case Master, Dept. MCS, 4434 N.W. 35th Court, Miami, Florida 33142.



**For the model buff with an overgrown wallet,** here's a 6-1/2 pound, all-metal, 1/8 scale and beautiful model of an '07 Fiat F-2 racer. You get to put together nearly 400 pieces!! The detail, especially the engine, is something beyond fantastic. If this is for you, write: Sinclair's, 300 E. Highland Drive, Rochester, N.Y. 14610.

# It's hard to beat the price






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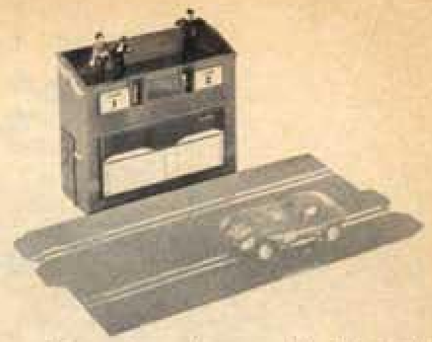
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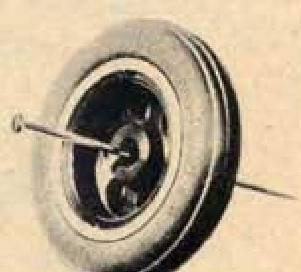
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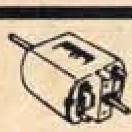



**For the metal car collectors, who like real detail,** here are a flock of new ones from England. They are the Roadmaster Impy Super die-cast miniatures, including a Ford Mark II, Mercedes-Benz 220S, Jag Mark X, Chrysler Imperial, VW Micro Bus, and Chevy 'Vette. Only 88¢. You get jewelled headlights, real windows, and a whole show of working parts. Write us (MCS) for more info.



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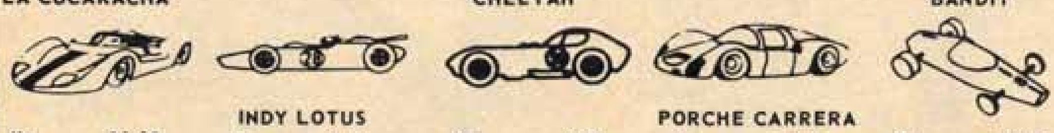
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# MODELERS' QUESTION SESSION

**By Don Emmons**

**Q.** I am building Monogram's Little "T" and would like something a bit different for a front wheel set-up. I think maybe something racey looking. What about a blower for the Chevy engine? Do you think this would be too way out for the street if it were real? Keep up the great magazine and especially the fine TIPs articles. They have helped me a lot.
DICK ALLEN
Omaha, Nebr.

**A.** *For the front wheels, use the spoke wheels from Revell's Tony Nancy dragster kit. The center hole must be drilled out to fit the T's larger axle. This will be a way-out set-up, but it is being used now by a few of the rod builders and does look great. They are running without front brakes, also. The blower on your Chevy engine would give a very up-to-date rod, as I personally know three different rodders who are running blown Chevy's. Most are using two four-barrel carburetors on top of the huffer. This looks real wild and would make a good set-up for your "T."*

**Q.** I need your advice: I want to build a model of a '39 Ford Coupe with the use of the '40 Ford Coupe kit and the '39 Ford tudor. Could I use the '39 hood and grille unit that come as extras in the '40 Ford sedan kit? Will they fit the '40 Ford Coupe's fenders? What would you suggest for a custom paint job? I am going to leave it basically stock, but plan to take off the door handles and chrome strip along the top of the hood. I would appreciate any help on reworking this kit.
DAVE JACKSON
Oakland, Calif.

**A.** *To make the '39 Ford grille fit the '40 coupe fender unit, you must cut away the side grille area that is on the '40 coupe's front fenders. However, I suggest you use the sedan fender unit along with the grille and hood. These parts are interchangeable and the coupe body will fit the sedan's fender unit without any trouble.*

*For a sharp looking paint job, try Pactra's Blazing Red Metalflake. Use the gold base under this red for best results. A Pearl white or all black interior would look good with this red. Another good looking color scheme is bright yellow with a black interior.*

**Q.** I noticed that the November '66 issue of MCS had an article on painting white plastic tires. I have *never heard of, nor seen, any such* white plastic tires and would like to know where to get them. You also had an article on aluminum tubing. Where can I get this type of tubing and also something to flare the end of it for injector stacks?
DENNIS TAYLOR
Coal Valley, Ill.

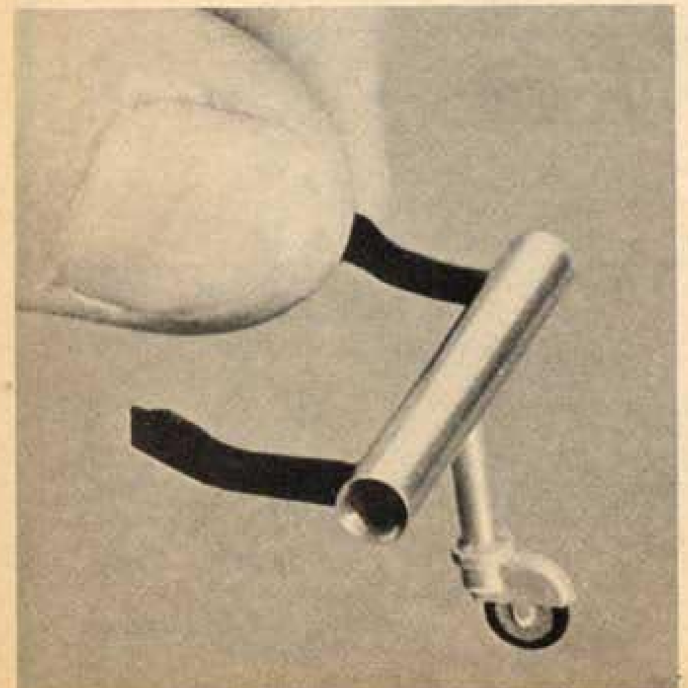
**A.** *To enlighten you on the white plastic tires; these were from an AMT kit and can be found in most of their '67 cars. MPC is also using this type of tire for some of their drag slicks. I think these are the best answer for tires, as it is simple to spray them flat black and hit the top edge of the lettering with a file; gives perfect lettering every time. The kits contain regular vinyl tires with these white plastic ones offered as extras.*

*Most hobby shops in this area have a rack of different sizes of both aluminum and brass tubing. You could ask your hobby shop to order this tubing or check with a slot car raceway as they should have what you need.*

*The tool I use to flare the ends of injector stacks is the old style X-Acto knife handles. The size of tubing will determine what works best. The tapered portion of a wooden pencil is another way. Pieces of hardwood dowl in different sizes can be sharpened like a pencil to use for the flaring. Some types of center punches that are thick can be ground down to make a very good tool for this purpose. Almost any pointed object that tapers similar to a pencil will work. Metal works even better.*

**Q.** The November '66 issue of MCS had a picture of a "wheelie bar." Where did you get the wheel shown, how much did it cost, and where can I get it? I think your section is great!
RICH EVANS
Polo, Mo.

**A.** *The wheel that was used is not on the market anymore, but there are two similar wheels in the AMT '67 Falcon kit. One of these could be painted up and glued to the aluminum tubing bar. Remember to use Epoxy cement to hold the plastic part to the aluminum tubing.*





# Scratching The



**While waiting for somebody to bring out a kit version of the Green Hornet's answer to the Batmobile, here's an MCS building project to keep you busy. . . .**

By RICK HOLTZMAN

I trust that most of you have checked out the latest comic book type show, the Green Hornet. While you were flipping out over the exploits of those stalwart defenders of law and order, the Green Hornet and Kato, you may have noticed the rather unusual(!) car they were driving. This car, aptly titled "The Black Beauty", started life as a 1965 Chrysler Imperial. The basic Imperial was then turned over to Dean Jeffries who set upon it with cutting torches blazing. The result is a car which is weird enough to send a chill up the spine of the most hardened lawbreaker.

The car is painted matte black, and with clever photography is almost invisible in night scenes. It is equipped with many unreal gadgets such as infrared headlights, front panels which fold down to reveal rocket tubes which destroy the cars of the baddies, and a radar screen located on the dash of the car. The rear trunk has a hatch which opens to allow a radar antenna to be raised.

Building a model of this car presents some problems, so I will attempt to explain some of the more difficult steps. I used a '65 Imperial by A.M.T., but a '66 or '67 Imperial can also be used.

Probably the most difficult part of the construction is adding the top extension. The best idea is to cut off the rear portion of another late model sedan top and mold it onto the rear of the Imperial top. It is extremely difficult to get a close fit, so putty must be used in large amounts. After the top is completed, crinkle-finish paint should be used to make the sanded portion of the top resemble a leather texture.

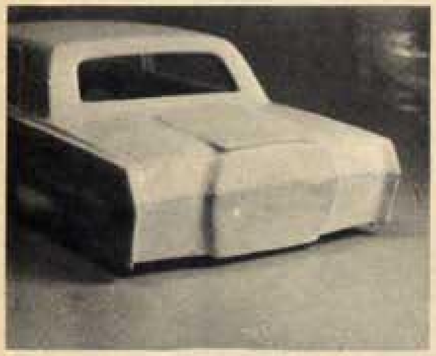
The wheels are next to impossible to match with any wheel currently on the market. The closest thing I could find were A.M.T. Hussein Mags turned around backwards. The indented portion of the mags should be painted flat black and the remainder flat aluminum.

The front end is taken from the A.M.T. '67 Continental (custom parts). The extreme front portion should be cut off the A.M.T. Continental, and grafted onto the front end of the Imperial. The headlights are stock units taken from the '65 Imperial and edges are filed off.

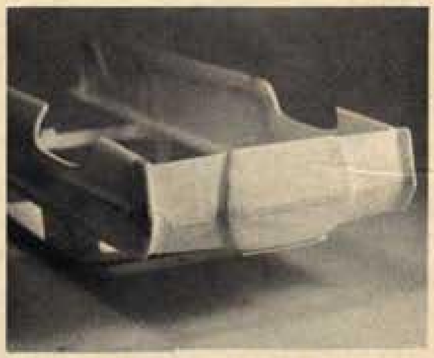
The grill shell is another part from the '67 Continental, glued to the front end and puttied in.

Take your time, and use mucho care. It will show in the end product.

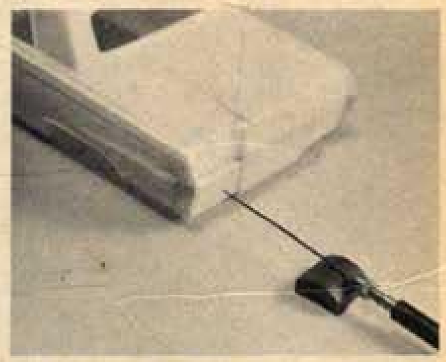
# "Black Beauty"



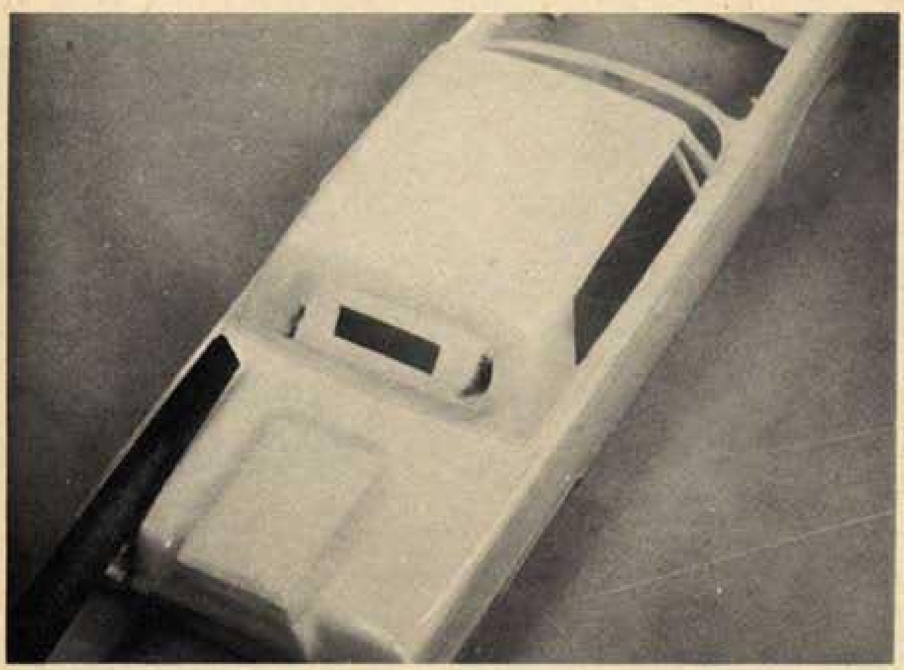
*A piece of sheet styrene was used for the hump on the trunk. Rear pan is a custom part from an A.M.T. '65 Imperial kit, facing inward.*



*Rear of body must be filed away, as rear pan is made to point outward. Fill cracks with putty and sand with #500 sandpaper, then go over with emery paper.*



*Add a piece of scrap plastic to either side of the phony spare-tire hump, then add putty and sand to make rear portion one flush unit.*



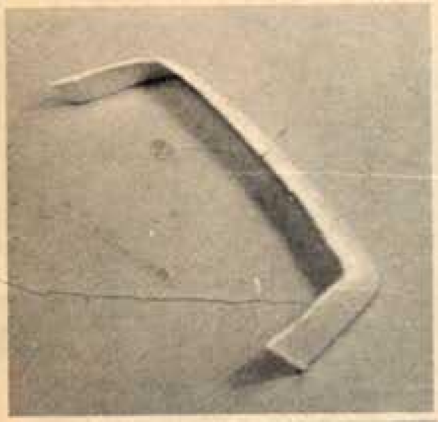


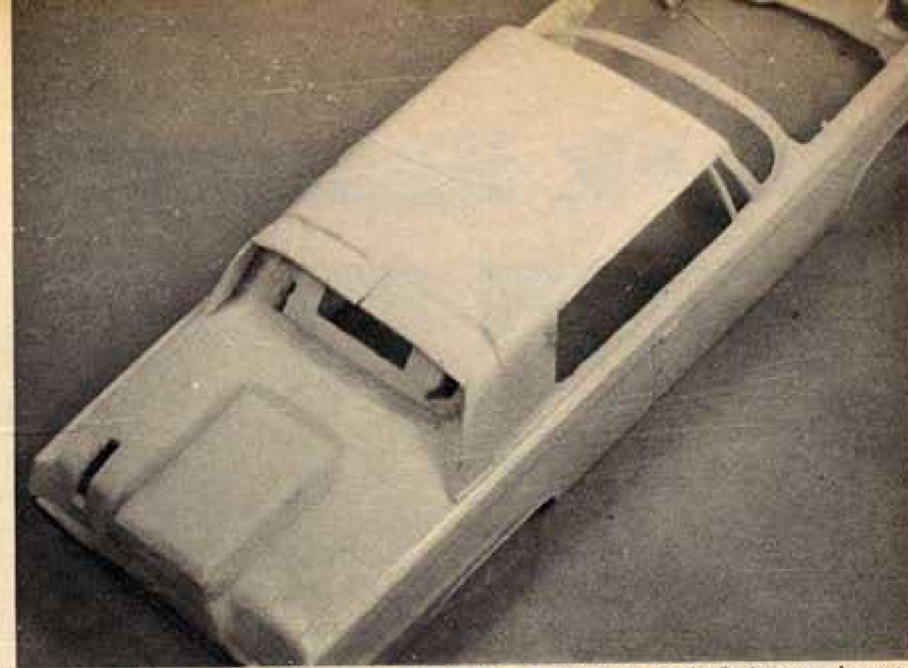
*Front end is custom unit from A.M.T. '67 Continental. Care has to be taken here, as front end is very fragile.*

*Cut a peep-hole in a piece of sheet plastic and trim it to fit rear window opening. Use the edge of a flat file to cut out the taillights.*

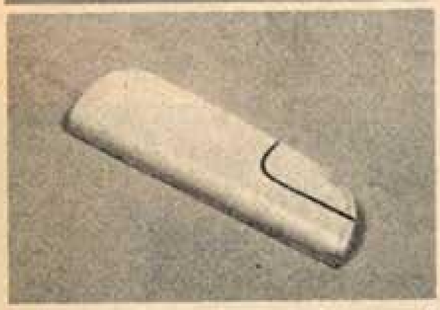


*Rear roof extension can be cut from the top of almost any model car; I used the top from the A.M.T. '67 Continental.*





*The top should be hacked in half and glued to the body in two pieces to avoid bulging in the middle. Use gobs of putty, as the top will be next to impossible to fit flush with body.*

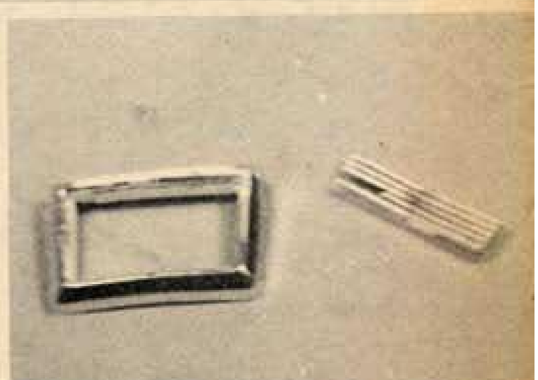


*If you have an old car body around gathering dust, cut two pieces from the sides approximately 1" long. These pieces will fit the curve of the wheel opening better than sheet plastic.*



*The wheels are made from A.M.T. Hussein Mags, reversed, with spiders from (natch) an A.M.T. '67 Continental.*





*The grill shell is another part from the A.M.T. '67 Continental. There are many tube grills that will fit the shell. I used an M.P.C. Dodge Charger custom grill.*

# THE SECRET OF SPIDER WEB WEAVING

By DON EMMONS



*At Last!! The MCS Paint Puddlers Have Finally Figured Out How To Paint On Those Itty-Bitty Lines For Ultra Custom Finishes.*

Real spider webs aren't much in demand right now, and sure aren't worth much either. However, this is not true of the way-out paint jobs being applied by some of the best custom painters these days. This wild new trend in paint jobs is getting a big play on various types of cars. Cobwebbing can be seen on customs, hot rods, drag cars, and boats. And I think it's high time the modeler catches up with the real car builders. I set to work recently trying different techniques to accomplish this kind of finish and found that with a small paint brush and a 15¢ jar of paint, any model builder can duplicate this newest of paint trends. It is very simple and, with patience and practice, anyone can do a





*Since two-tone finishes take the spider effect best, this 'Vette was given a light metallic blue body, with contrasting dark metalflake blue top. Once the basic paint job has dried completely, gather the webbing tools shown here. Gloss white will be used on the dark top.*

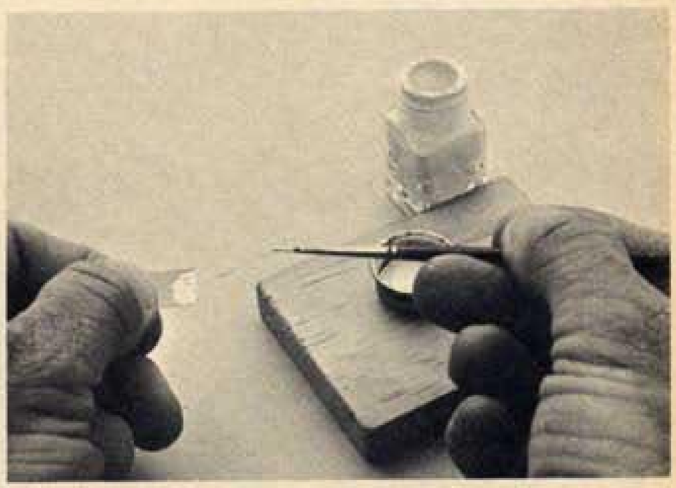
good job. And it's lots of fun to see just how wild and way-out you can go.

A most important detail of this process is the use of contrasting colors. If the model is painted a light color, then gloss black or a dark color should be used for the webbing. It is best to first practice on an old body, spray can lid, etc., to get the hang of stringing the paint for the thinnest strings possible. Remember we are doing a paint job that is only 1/25th as heavy as the real car's.

The very first step is to put a glob of



*A few drops of paint are placed on small piece of heavy paper or plastic; and should then be permitted to "set" for a few minutes until tacky.*



*Check paint to see if it will string out when brush is pulled away from paper. If the string is very fine, the time is like now.*

*String paint and let it sag onto the body. With the center sticking to the surface, raise the ends until string breaks away from brush and falls back onto body.*

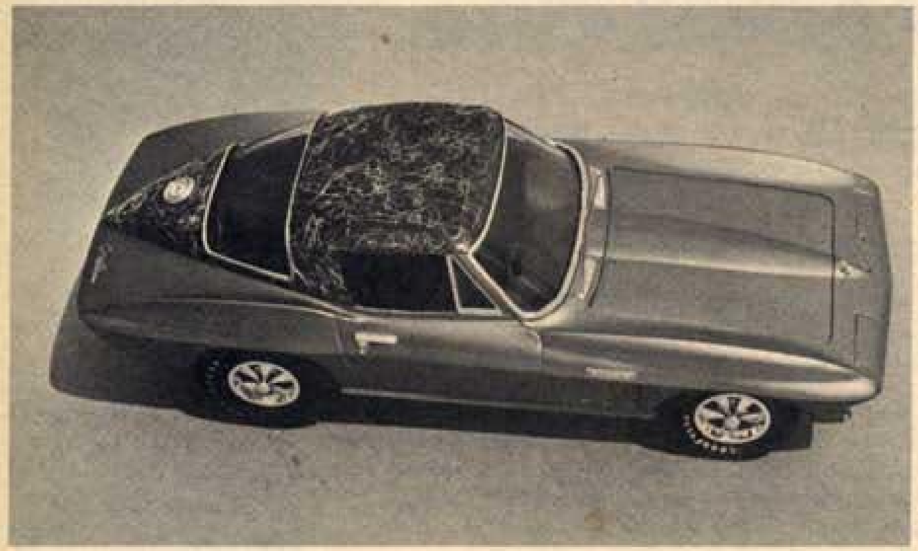
*If any heavy strings need to be removed, wait a few minutes, and then use the point of a knife and a pair of tweezers to lift them off.*





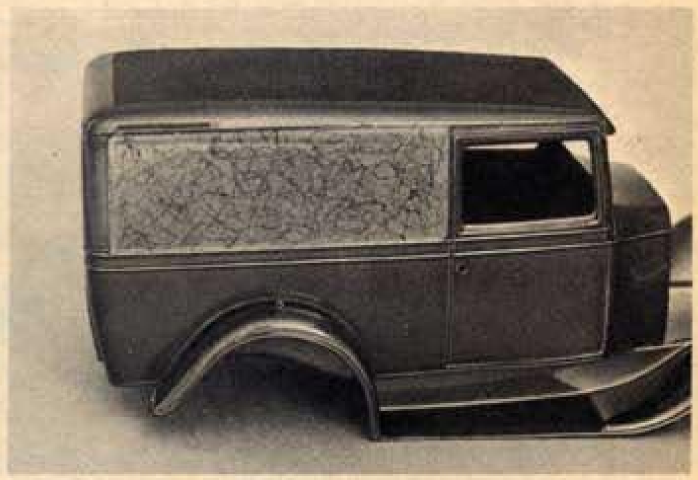
paint onto a piece of plastic or something similar, and let it thicken for a few minutes before starting to web. This gives it a stringy consistency. After the section has been webbed just as you want it, you may notice some strings do not lay dawn completely on the body. Place the body in the oven without any heat, other than the pilot light, to give a semi baked-on effect and to firmly fix the strings. This bonding of the strings to the body is one of the secrets in the webbing process. Another method of getting a little heat on the body is to hold it under a light bulb for a minute or two, but be very careful not to let it get too warm. A coat of clear can be sprayed on now to give a good finish and to protect the web.

As I have said before "practice makes perfect" so read through the article, check out the photos, get your paint and brush and LET IT HAPPEN . . .



***And here we have the finished Corvette with the crazy web touch . . . should be a natural for the best paint award in any man's contest.***





***Here's a variation of the idea you might like . . . gloss black webbing is applied to the side panel of MPC's '33 Chevy truck. Body is candy root beet over gold; panel section is base gold with a light coat of root beer.***

***As with the 'Vette, webbing has been baked on and then covered with clear. Combining spider webs with panel trunks is the ultimate in being really "IN".***



***While the web effect is most often used on roof sections, as was done with this sharp T-Bird, it's your paint and your car . . . so put those wild little lines where you like 'em best.***



# Adding Realism To Your Home Racing Set...

A few dollars worth of detailing can make any "blah" plastic track look like the next best thing to the real scene!!

By CHRIS CHAN



Do you run on a dull-looking plastic track? Get up off the floor and go somewhere in slot racing, besides in little circles.

If you have a home set lying on the garage floor and you suspect that you might be missing something, this is what you can do about it. The added realism of the well detailed slot track can really do something to stimulate your interest in your home set. All you need are a few low cost extras.

The first thing that you want to do is mount the track on a board of plywood. A 4x8 foot board gave us scads of room to mess with using our Monogram LeMans layout. An edge of 2-inch high strips borders the entire board to give the ground material something to build up to. Small wooden blocks were used to build up the screening for those areas to be converted into hills.

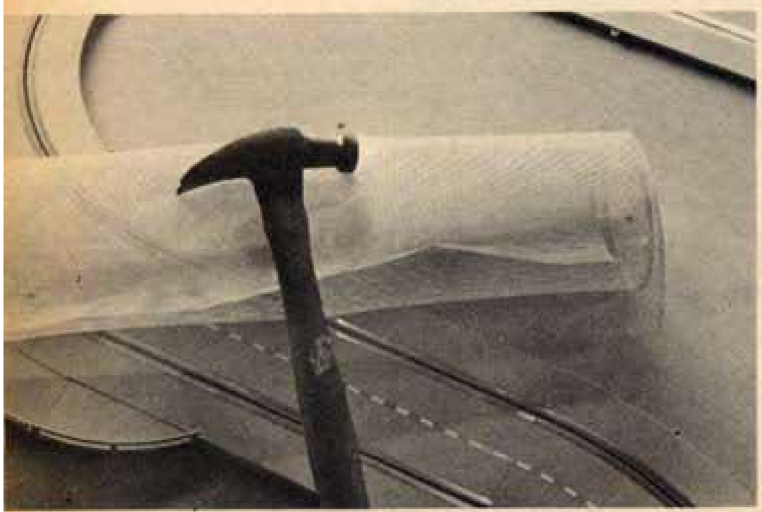
The screen, incidentally, is standard aluminum window screen, purchased at the local hardware store. The screen gives an excellent surface for the Perma

*Continued on page 27*

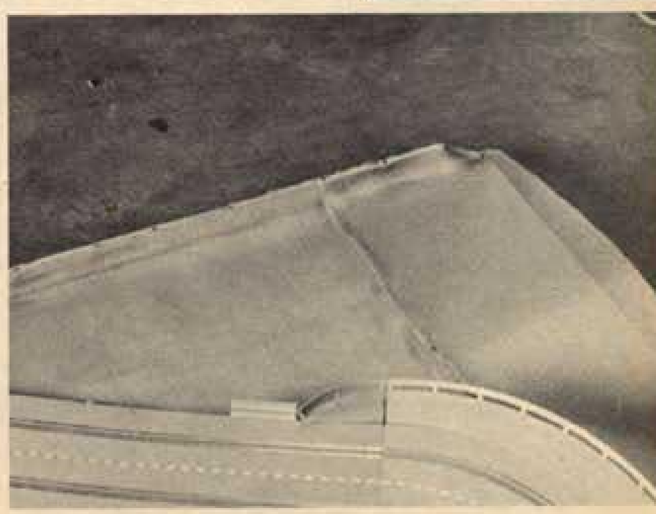
***Running on the finished track can do a lot for the sport. There's something about the added realism that makes it more fun.***



***Two-inch wood stripping is used to border the outside of our 4x8 foot board to give us something to build our screen up to.***

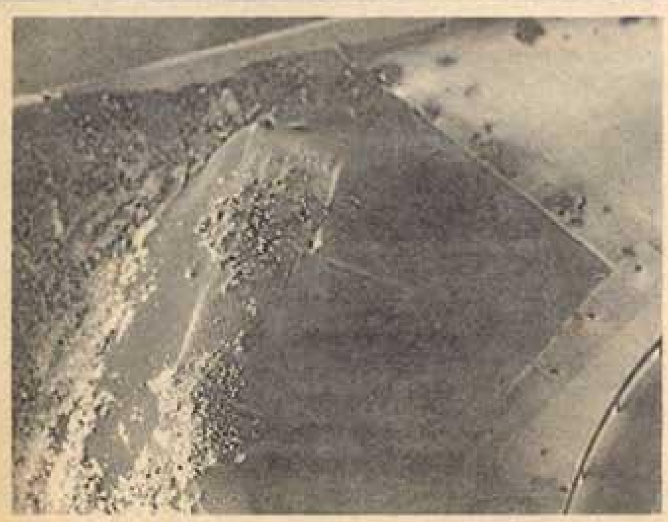


***To give the ground material a good surface to grip on, aluminum window screen was found at the local hardware store.***

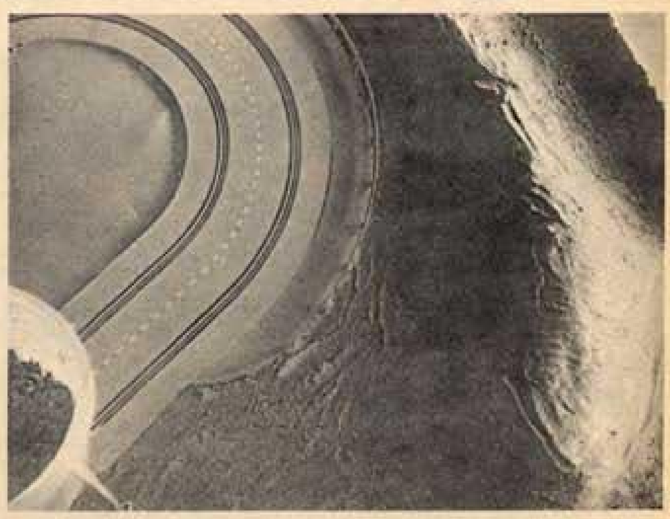


***Using carpet tacks or wood staples, fasten down the screen in as many places as possible. Bring the screen an inch under the track, and then permanently fasten the track to the board.***

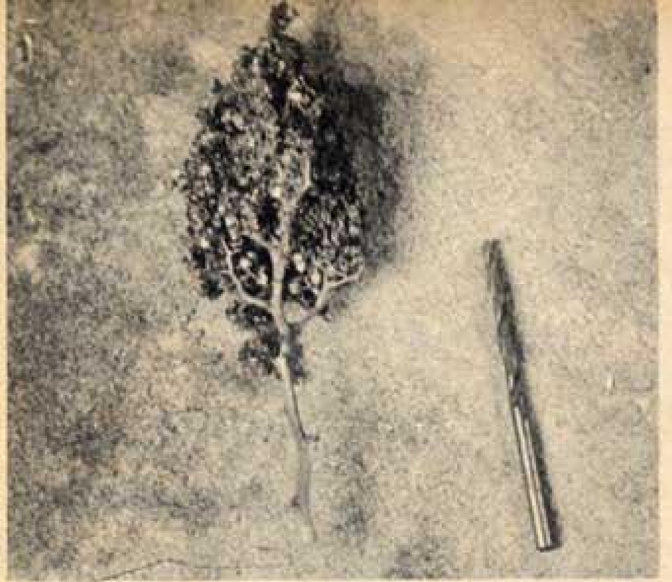


*For hills and other contours in the surface use wooden blocks to build up the desired area.*



*A mixture of Perma-scene and paper mache is now spread over the entire surface. Allow several days to dry, but grass and dirt can be sprinkled onto the wet compound.*



*Trees are easiest to add by choosing a drill to match the size trunk . . .*



*. . . drilling a hole at the desired spot . . .*



*. . . then place the tree in the hole, with some wilhold glue to keep it there.*

*For the finishing touch some rocks and lichen are scattered liberally about the scene.*






*The first thing that you will want to add are people. Mechanics galore come from Monogram, Strombecker, and Eldon.*




*A static car fills up more blank space in the pits, while a pit man flashes info to a speeding driver.*

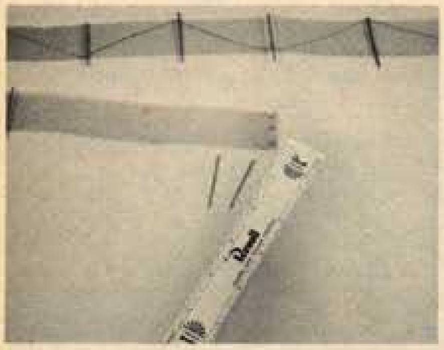
Scene and Instant Papier Mache to stick to, and it covered the entire board with the exception of the track. Staples or carpet tacks hold it all down snugly.

Now using various mixtures of Perma Scene and Instant Papier Mache and a table spoon, the layout was given a coat of scale dirt and other forms of earth. One note here was that brownish, coarse nature of the Perma Scene made fine cover for grassy hill areas while the finer, grayish papier mache looked exactly like the barren ground at nearby Riverside International Raceway. While the surface of the ground is still very moist (up to 3 hours, depending on the weather), Life-Like brand grass and dirt was sprinkled as artistically as possible.

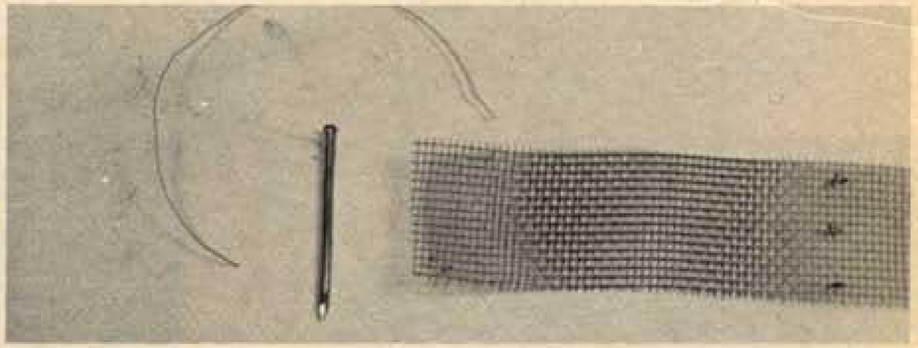
The glue in the ground mixture will hold most of the grass and dirt, while the excess can be vacuumed up after the drying period. The shade trees, from HO scale accessories, are now placed in small groves of three or four each in spectator areas and around the grandstands. A small drill, matched to the size of trunk, was used to bore holes for the trees, and "WilHold" contact cement keeps them in place. For the final landscaping exercise, shrubs or bushes of lichen, in various colors, are scattered about at the bases of trees and anywhere else that may look bare.

Now we've got something. You are no longer just running around a slot track, but now it's a race course. But something is still missing. People and buildings.

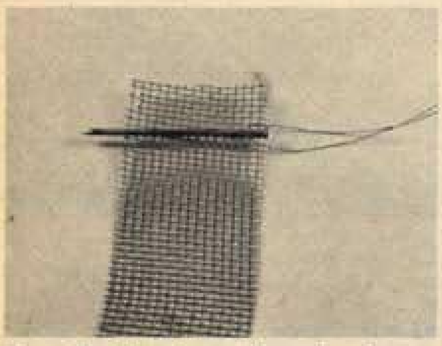
Raceway buildings add glamor to the scale slot tracks, as the landscape added realism. Primary structures found on our 4x8 are permanent pits, grandstands, and a two-story timing tower. The pits and tower are beautifully detailed Monogram units, while the Plastic-



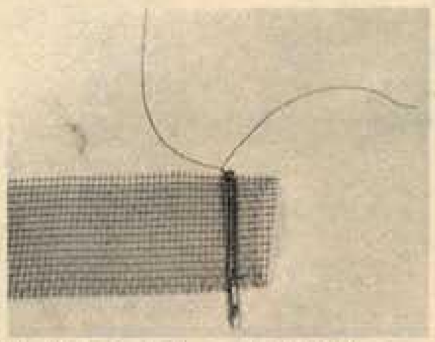
***Chain link fences are a cinch with the left-over window screen and some aluminum nails.***



***First off unravel a short length of screen for a fastener.***



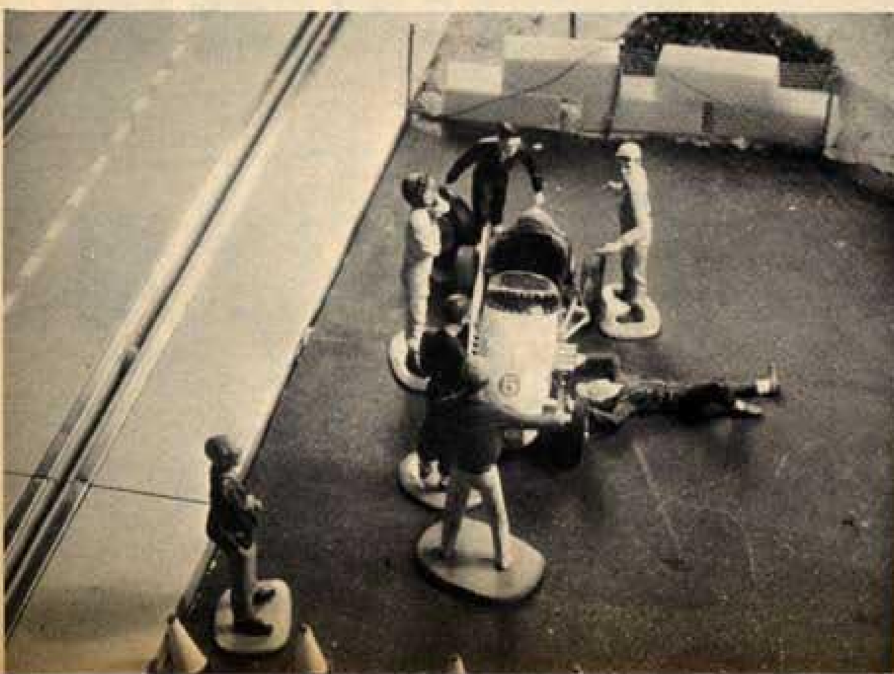
***Loop the thread over the nail and through the screen "fence".***



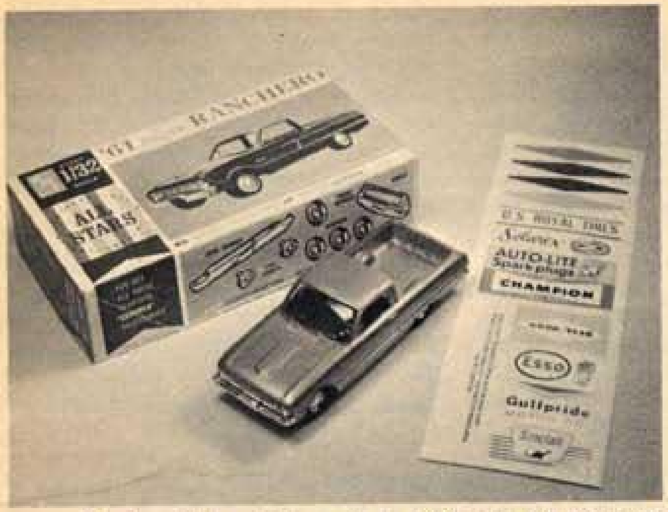
***Carefully twist the ends tight. Three equally spaced fasteners will do the job.***



***Beyond a doubt the pit area is the most exciting area of the track to detail, but the above scene leaves quite a bit to be desired.***



***While the pits are used primarily during a race, often a track will have another paved area where pre-race preparation can be taken care of. This "paddock" was built of flat black cardboard and molded flush with the ground cover.***



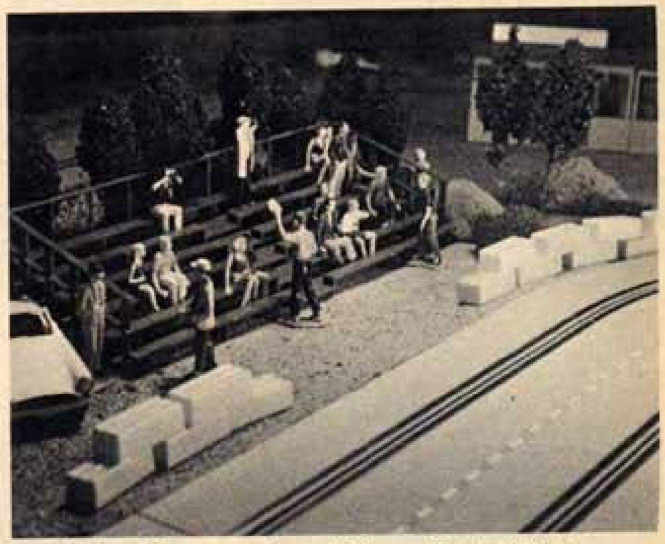
The handiest vehicle made to 1/32 scale has got to be AMT's 61 Ranchero. Most decal sheets have tons of stickers to make it into a real pro pit machine.



The MCS Ranchero went to the races disguised as a mobile T.V. squad's transportation.



Unsurpassed for spectator detailing was my trusty 000 brush and Flatt's fantastic array of matte finish paints.



The hardest thing to make realistic on the track is a grandstand. This is Bachman's 1/32 scale version. The whole set-up had to be sprayed with a clear matte finish and sprinkled with dust.

ville division of Bachman supplied the stands. Other buildings are available from England's Scalextric and Strombecker. Construction is simple, but for the authentic feel a coat of flat white or grey is imperative. For extra detail, stickers from decal sheets and magazines can be glued on anywhere. Placement of the pits is on the straight along the grid; the tower is situated near start-finish; and the grandstands or bleachers pop up at any exciting turn.

Okay. Buildings for glamor, landscape for realism. What's left? People and cars for life. The pits jammed with mechanics, racing machinery, and drivers. The



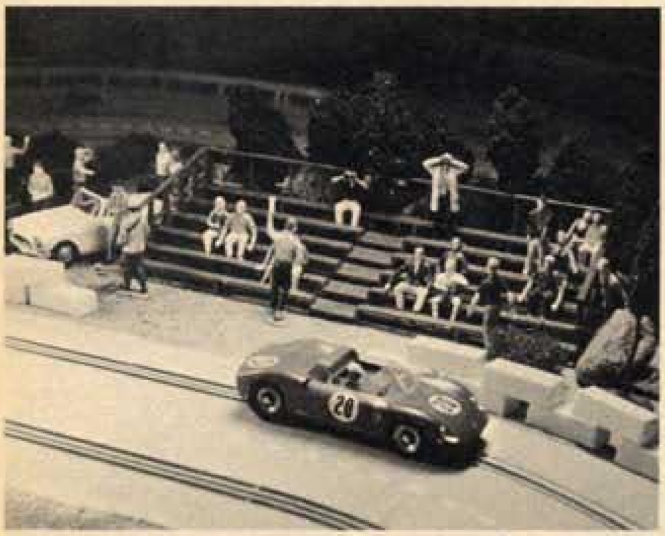

Stopwatches click in the timing tower as the winning car streaks across the line, while a thirsty driver tells of his Lola's misfortunes.




*On the scene Monogram's crew and AMT's truck add class to any turn, interviewing your favorite hero driver.*




*A half a buck is all it takes to buy most of 1/32 scale cars available. With several good companies in the market there is a nice variety.*



*The problem that we couldn't solve was that of sparse attendance. Your pocketbook's the limit here.*



*Accident scenes around the track have track workers with extinguishers, photographers galore, and a worn out slot car as the victim.*

bleachers teeming with cheering fans. A camera crew from a local or nationwide network in action photographing and reporting the excitement. This is racing. Unpainted people of all sizes and shape (but all the same scale) come from Strombecker, Monogram, and Bachman. Using some great new paints from Flatt the ultimate in realism was brought out with my #000 sable brush. These matte (or flatt) finish paints come in all the colors for 35 cents a bottle, and are a real must. For unartistic folks, both Eldon and Scalextric have pre-painted figures, but you pay for it.

Now stand back and admire your work for awhile. One thing you can be sure of is that the next time you race, losing won't be half as bad, because this time you were there. (Huh?)

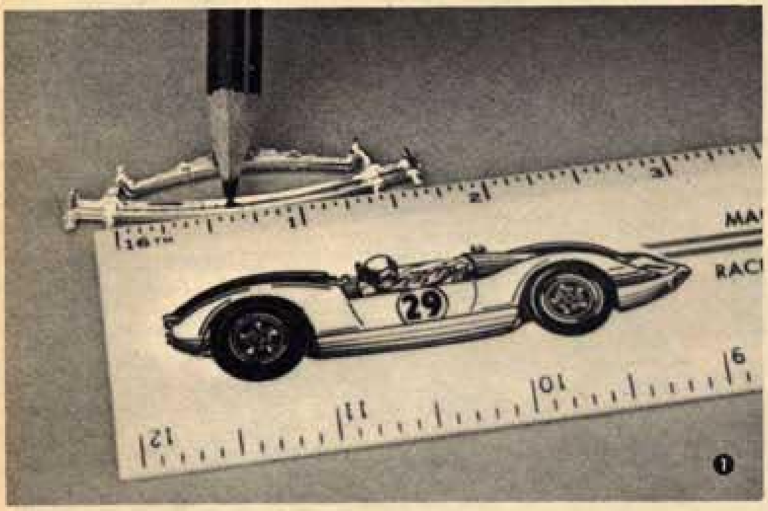


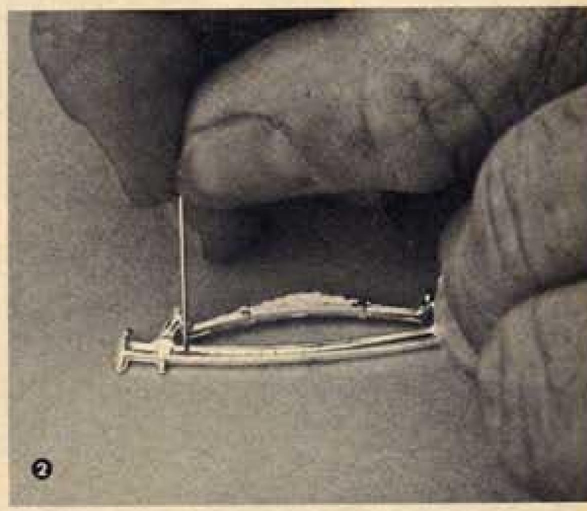
*You are there as the Fazazz flashes by and the plastic spectators cheer. Scale realism strikes again!*

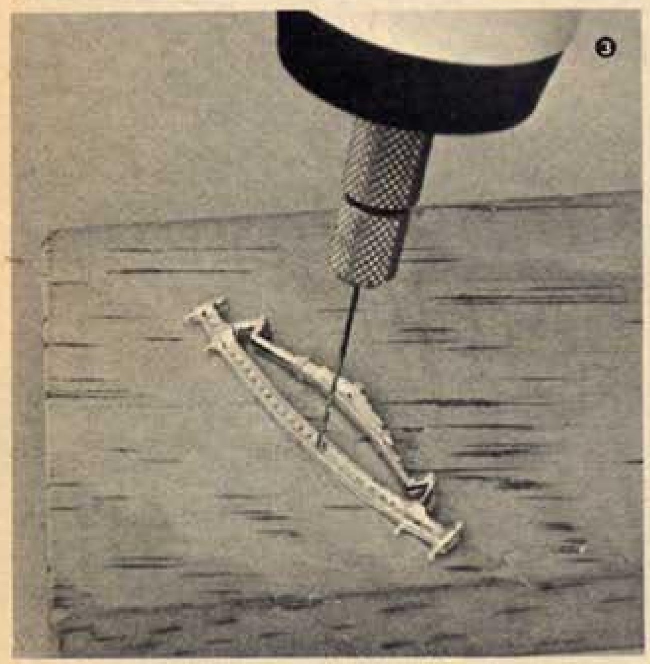
## DON EMMONS'

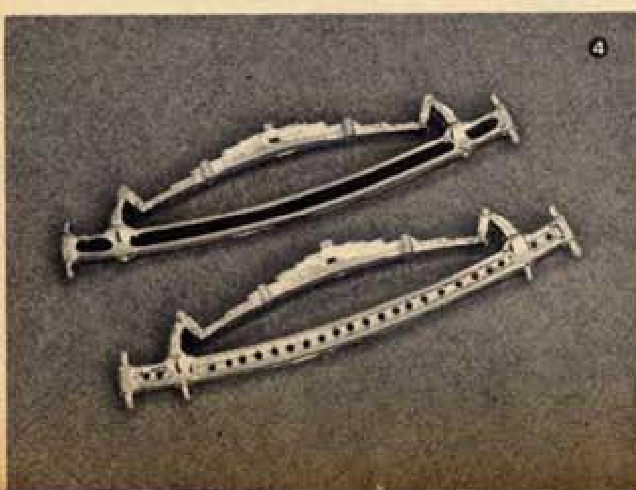
# "DETAIL FOR REAL"

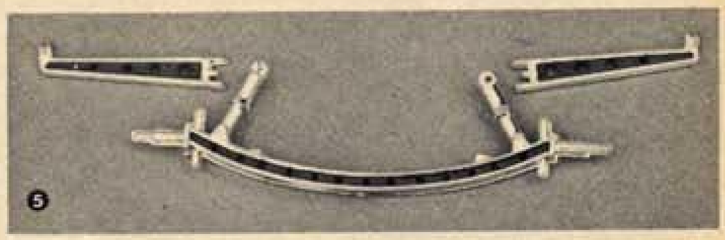
MORE MODEL MAKING SECRETS FROM THE "PROS"

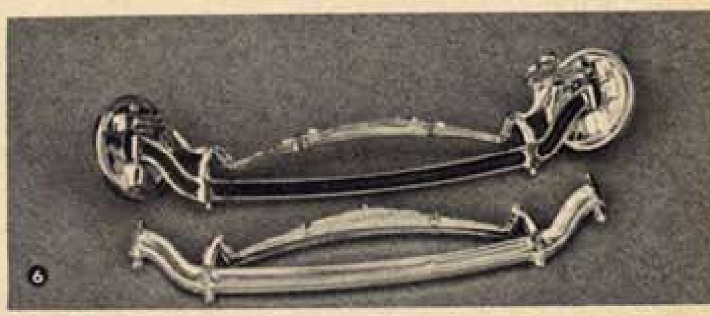




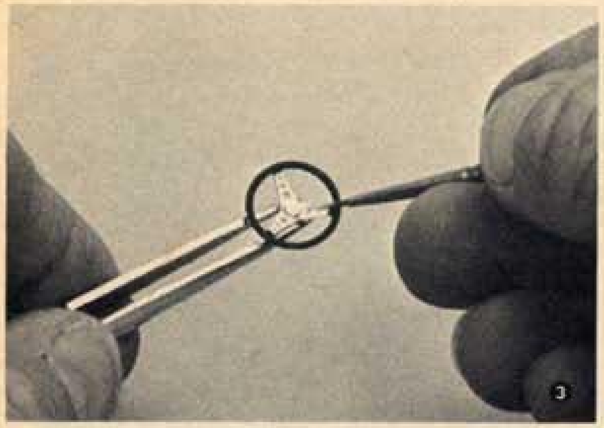












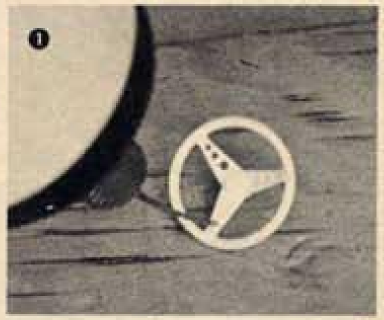
## STEERING WHEELS — LIKE REAL

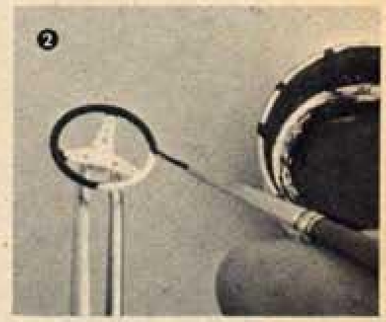
*1) Drill out cast holes in spokes of steering wheel using #60, #66, and #72 drills. Make sure holes are started in exact center of recessed area.*

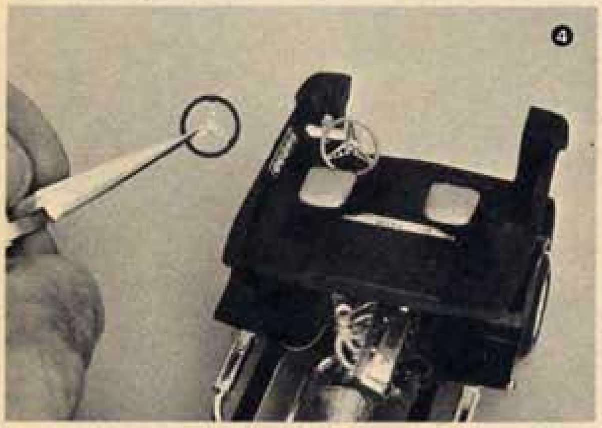
*2) A good simulated wood wheel can be made by painting the ring with Pactra's Flat Roof Brown.*

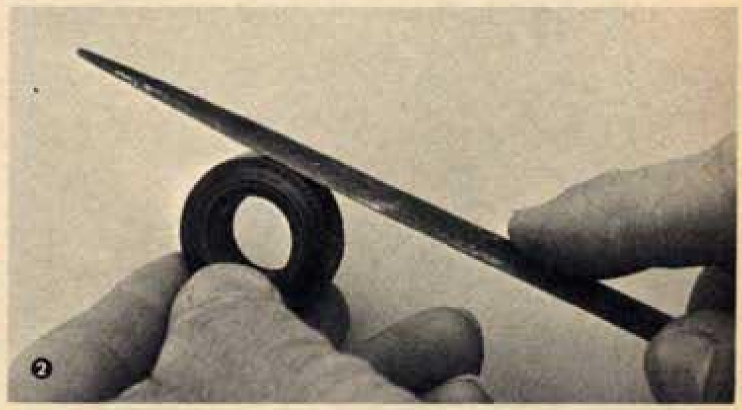
*3) When the brown is dry, paint center portion Chrome Silver. Use a small brush to cover edges of holes.*

*4) This simple procedure of drilling out the holes on the wheel greatly enhances the appearance of any interior. Ring on Deora's wheel is Gold Metalflake.*











## NO SHINE SLICKS

*1) Place vinyl tires on piece of sandpaper and pull tires across revolving at the same time. This simple trick knocks the gloss from the surface of the slicks.*

*2) Another way to arrive at the same end result is to use a coarse file to eliminate the smooth surface.*

*3) The contrast between the two slicks is very noticeable, especially on a finished model.*

## REWORK THAT FRONT AXLE

*1) Hold ruler on axle and place mark every 1/16th inch. Put two marks on side area. Axle is from Revell's Anglia kit.*

*2) A pin works well as a center punch. Push at exact center of each pencil mark.*

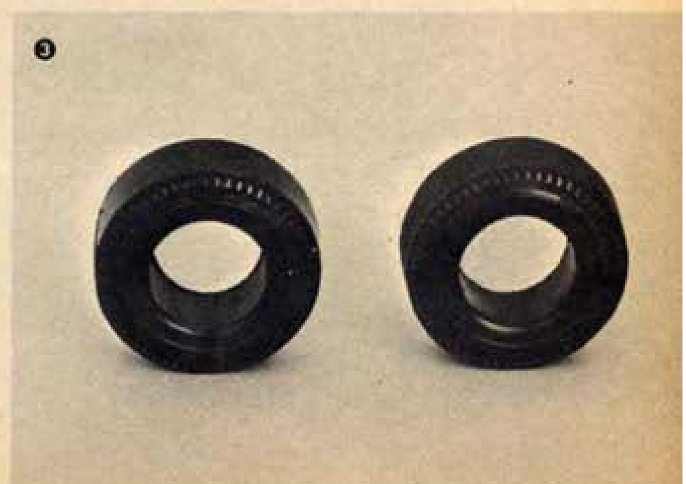
*3) Drill out the axle with a #70 or #71 drill. Work carefully or you will mar the chrome finish.*

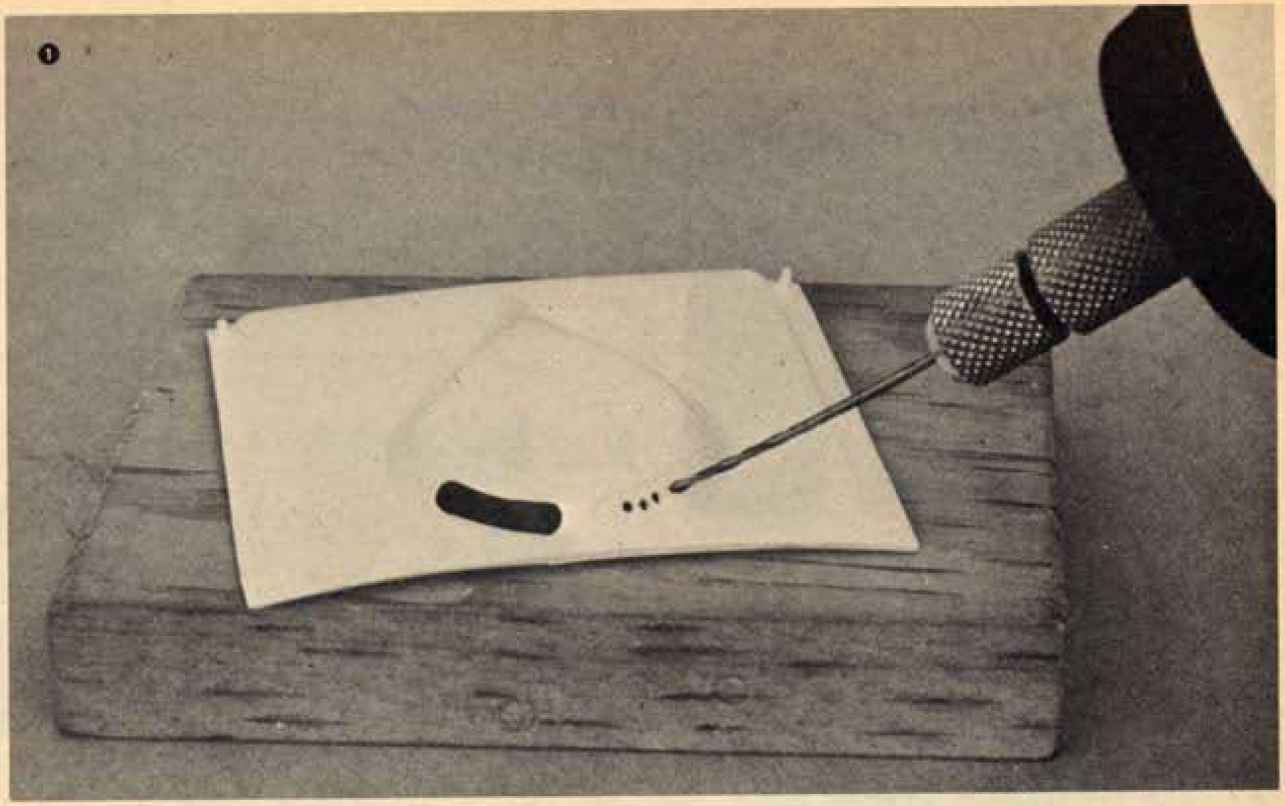
*4) Here we see the distinction made by simply drilling the axle. Other axle has Candy Red painted on recessed area.*

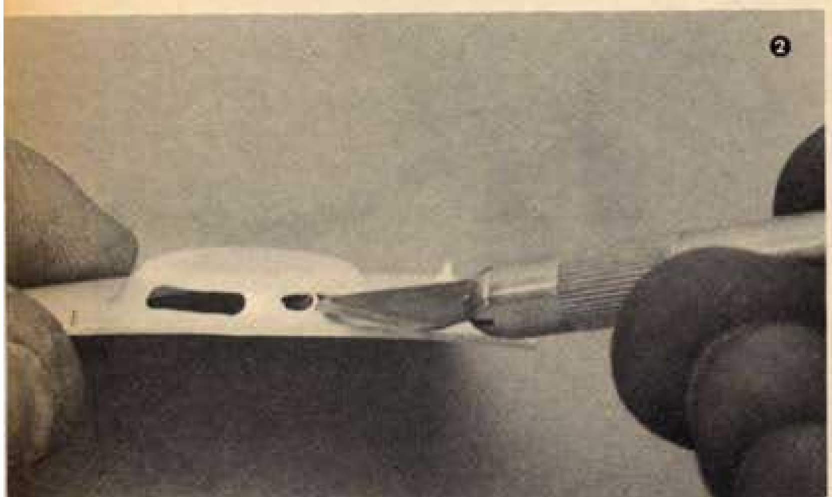
*5) This axle and radius rods from AMT's Nomad kit have been drilled out like the others. The lower area is painted the same color as the car.*

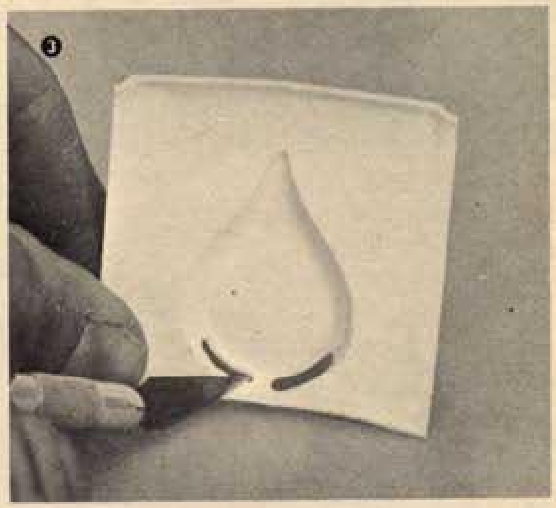
*6) Revell offers a sharp dropped axle in the Model "A" kit. Paint the lower area with candy color to give it that finished look.*

*7) Front end of the rod has been fitted with a neat dropped axle that has the paint treatment.*



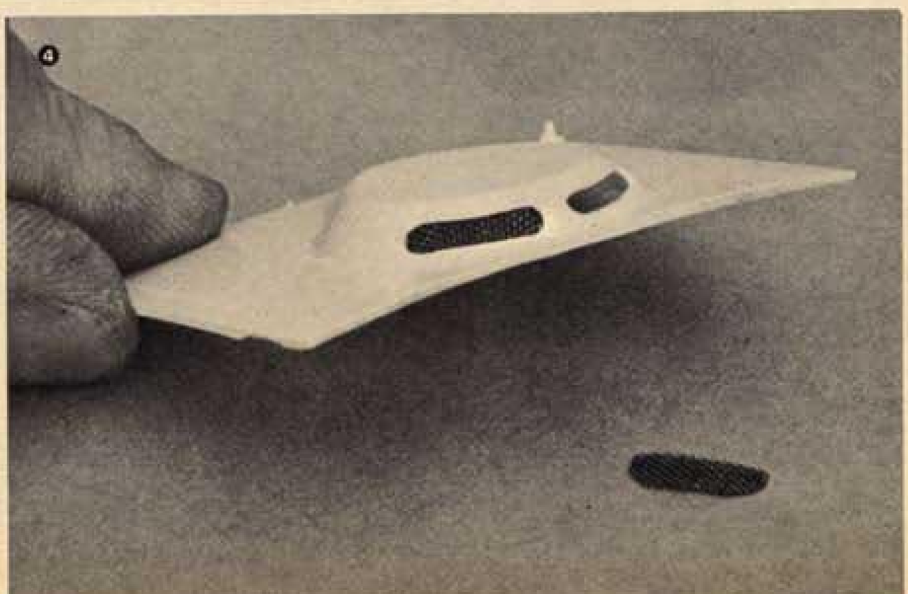






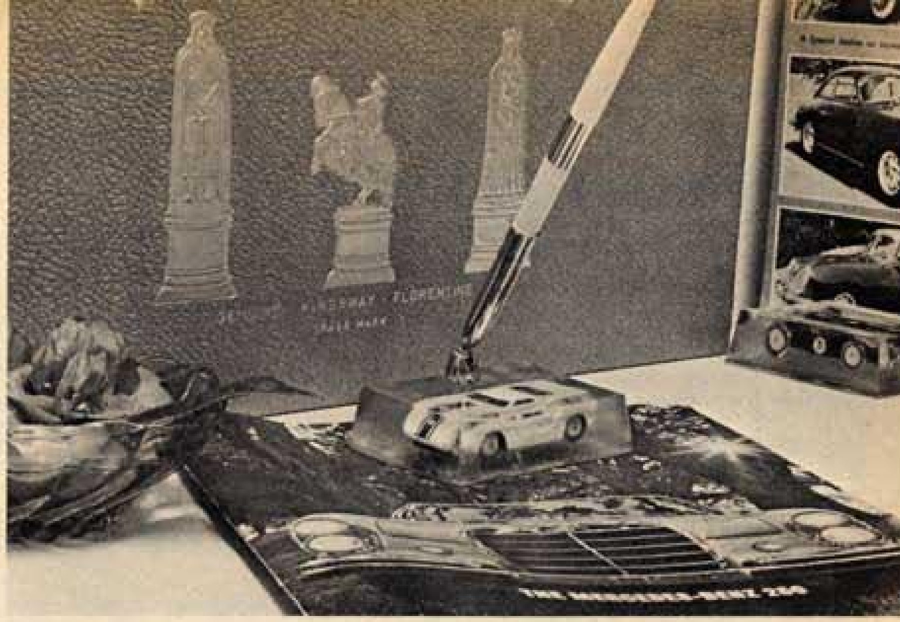
## ALTERATION — HOOD SCOOP

*1) Drill a number of holes in screen design of hood scoop.*
*2) Use a knife to cut out most of this section and then use a small file to finish the job.*
*3) Inside edge of each hole should be scraped down to proper thickness. Then it looks more realistic when screen is glued in place.*
*4) Cut two small pieces of #80 mesh screen to be placed on the under side of the scoop. (Screen can be bought at most hardware stores.)*



# How To Play With Blocks

BY PHIL WILLEN



For displaying those great "Matchbox" cars, putting them on ice has got to be unusual. And when done up as a pen-holder-paperweight, they make a different gift for a car buff.



*The technique of resin casting is reasonably easy; and the supplies needed won't blitz your budget. You can also cast gears, wheels, motors, and younameit.*

Look Jack. Look Spot. See all the funny plastic blocks. They have many nice cars inside. Do you know how they got in there? No? Well, smart guy, read this and learn something new . . . specifically, how to master the art of resin casting.

Just in case you didn't know, Resin is wild! It's a clear liquid goo that changes, when mixed with another liquid goo called a curing agent, into a hard transparent plastic. Okay, so what? Well, you may have seen butterflies, coins, seashells, etc., that appear to be floating in plastic. This is resin. Here would be a great way, I figure, to display a few of those beautiful little "Matchbox" cars. And they'd make great paperweights, and general dust-collecting-type thingies.

All the supplies needed for this kind of a job can be had in most hobby stores. Just tell the man behind the counter that you want to do some 'resin casting'; he'll know what you want. There are several brands of resin available, but with some experience, I've found Titan to be one of the best. You'll also need a casting mold, a few 6 ounce paper cups, wooden stirring sticks, and of course, a "Matchbox" car.

The resin and the curing agent can be mixed in paper cup. This is poured into the mold. When the syrup like goo starts to harden (when tapped with a stir stick, it goes "thwop"), stand by to place in the car. First, however, paint it with a coat of the mixed goo (this will keep air bubble to a minimum). Now, move fast and center the car in the mold *upside down*. Carefully pour in another cupful of resin curing agent mixture.

When the second pour of resin starts to harden, add another layer to top off the mold. Then when the whole thing makes that "thwop" sound, run a knife around the inside edge of the mold. Let it harden some more (until it goes "click" instead of "thwop"). Carefully turn it over . . . and "crash!!" there it is. Just sand the edges with some emery paper, and you've got a "Matchbox" car on ice.

*Resin is pretty wild stuff. Starts out as a clear liquid. Add a curing agent, and it hardens like a rock. A coat of resin on a car before it goes in the mold helps avoid air bubbles.*



*Once the car has set, the edges of the resin block should be sanded smooth. No, it's not necessary to have two left hands . . . I just happen to be built that way!*





# MCS: MODEL OF THE MONTH CONTEST






***THE WINNING WHEELS . . . that topped this month's competition for a $25 Savings Bond came from Bob Tadayeski, 7th & Northampton Sts., Beth Annex, Bethlehem, Pa. His '65 Impala asphalt eater was designed to meet NHRA rules for the experimental stock class. Working features include head & tail lights, suspension (scratch-built), shocks, hood, doors, trunk, and steering. Engine is a '66 Chevy 396, with injectors scratched from aluminum tubing.***



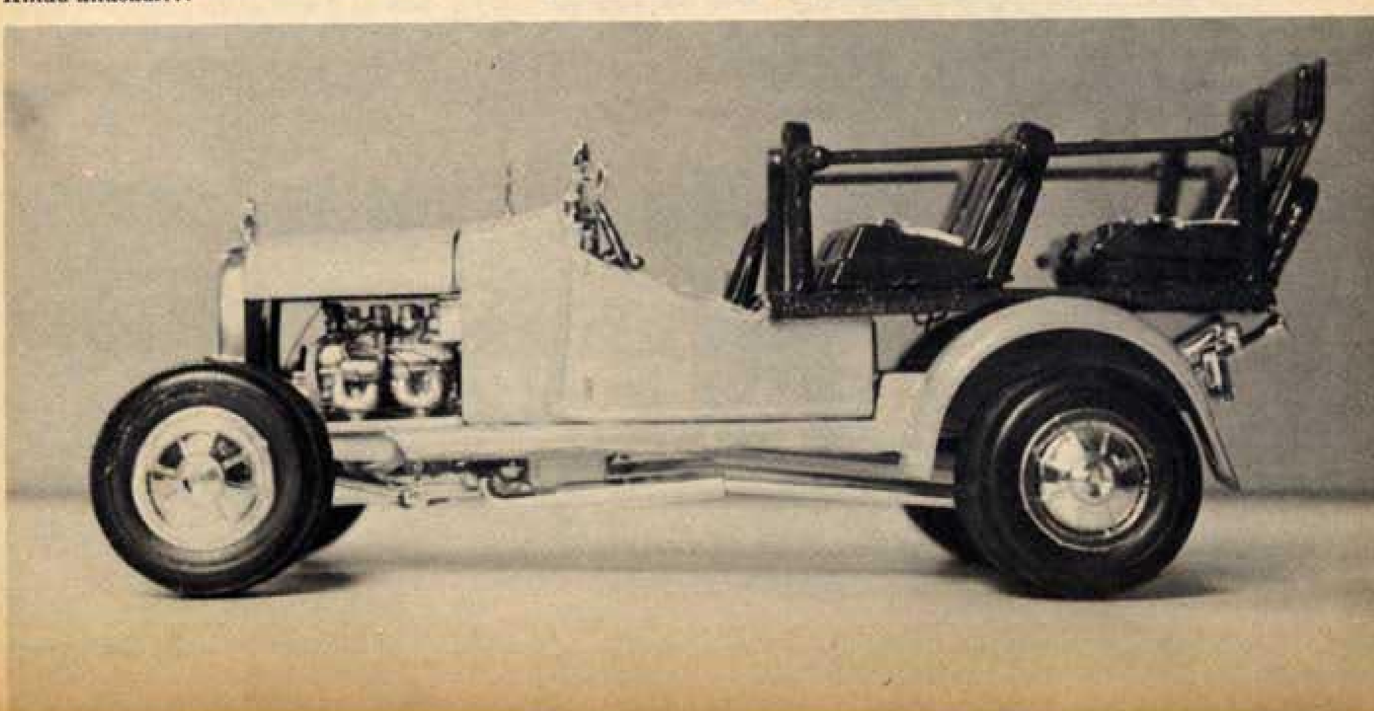
*Finish is a combination of 2 coats flat black primer, 2 of gold undercoat, 5 of kandy ruby red, 2 of gold metalflake (fogged), topped with 3 coats of clear. Interior is red, white and blue corduroy.*

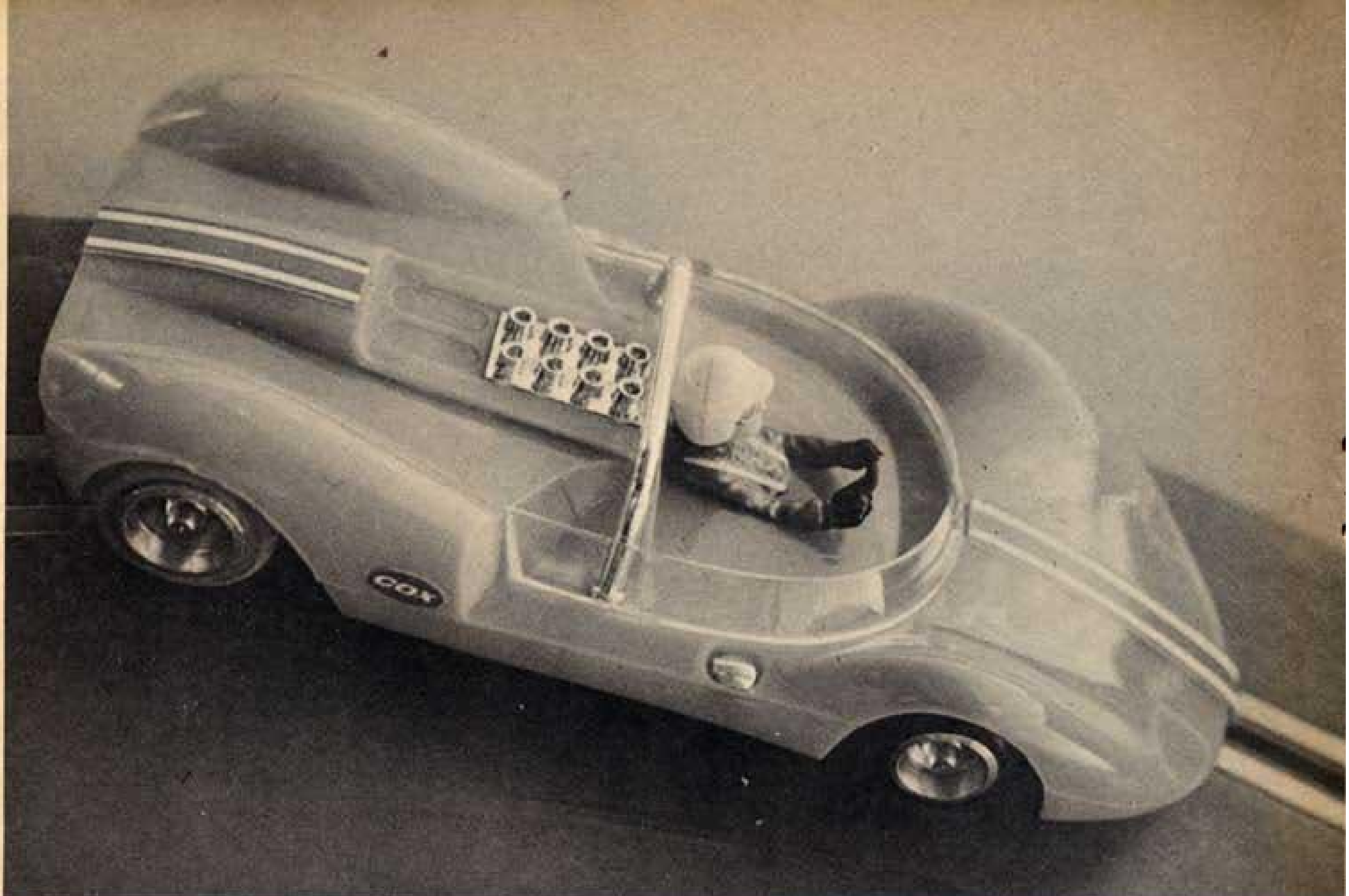


*From Henry Borger, of Kenosha, Wash., came these two altered-wheelbase "Funny Runners." His "Flying Machine" is a '65 Dodge Coronet, with Hilborn injection. The "Hypersonic IV" is a '63 Chevy, with a T-Bird fastback roof moulded on. Trailer was reworked from a '62 Chevy pickup.*



*Dubbed the "Scorpion," this custom dune scooter came from Bob Norton, of Whitehall, Mich., who based it on a '29 Ford pickup. Rear of body was reworked to accept added seats and tube supports. Kinda unusual!!!*





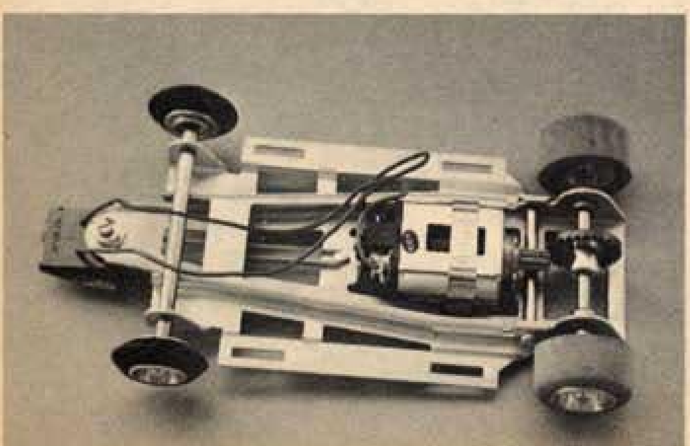


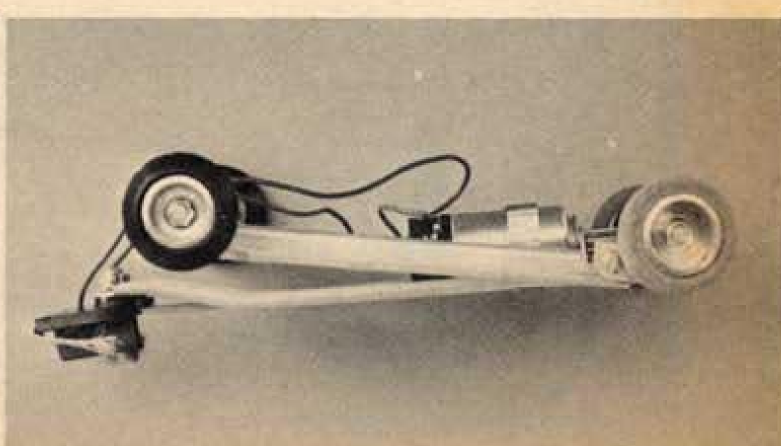
# LA CUCA-ROACH!!

## COX'S NEW SPEED-BUG MAY LOOK LIKE A THINGIE-TYPE MACHINE, BUT BY ALL TESTS IT'S EASILY THE FASTEST RTR GOING.

HAVE YOU EVER SEEN A 3 OUNCE FLYING WEDGE? No one else has either, until just recently! Cox Mfg. Company turned their mad designers loose and gave them a free hand, with instructions to come up with the winningest 1/24 machine available – and from where we sit, it looks as though they might have done just that!

The machine that leaped from their drawing boards to the high-speed tracks around the nation, was dubbed "La Cucaracha," which means "the cockroach" in Spanish! This "buggy" machine doesn't look like anything we've ever





*Carumba! Speedy Gonzales must have had something to do with the super-slippery shape of this new Cox beauty, La Cucaracha!*

seen come through the front gate at the Cox plant, so we thought it'd be worth a close look-see.

First, and most important to a lot of fans, this car is not a member of the famous Cox "scale school." It doesn't look like anything ever designed before. That's right, Cox has built one for the "thingie" guys! This may start a lot of arguments, pro and con, but we are here to simply evaluate the car itself.

Performance wise, the car can be summed up in one word — "fantastic!" Here's a real job of designing! The entire car weighs 3 ounces! The frame is (gloryoski!) formed aluminum! A real change of pace from their usual cast jobs! This frame is light and immensely strong, and it features the most unusual swing pickup we've ever seen. The motor, which is a medium Mabuchi, is mounted on the swing pickup (!) and actually pivots with the arm!

The frame has ball bearings all around, Torrington needle bearings at the rear, conventional ball bearings at the front. Front wheels rotate individually, and wear "speed profile" narrow front tires. The rears are low profile, very soft spongies. The center of gravity of the entire chassis is 5/16" high!

The body is draped over the chassis like a wet rag! It surely represents the lowest body shell we have seen on a production car. It is not a vacuum formed shell either, but instead is moulded of super-high-impact plastic. Lugs on the shell snap into holes in the frame, for a clean, simple body mount job.

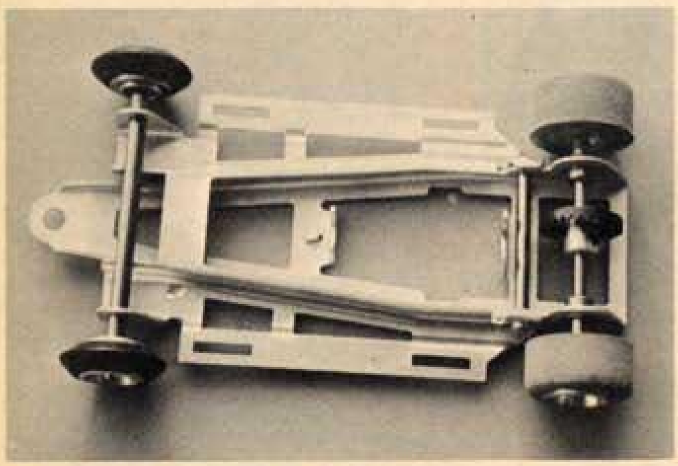
On the track the Cucaracha is really something else! No vibrations can be noticed at all, and the thing simply dissolves from one corner to the other, nearly evaporating down the straights in a blur of orange! It hugs the corners like wet epoxy, and you really have to be hot on the throttle to bring the rear end out of a drift. Yet this car is very forgiving! This is certainly one of the very best of the "thingie" type of cars, in our opinion. The price is $12.98, and for a ready to run car of this quality, that's very reasonable.

Perhaps another new Cox release will mean more to scale fans. They now have yet another Chaparral in their stable, a stunningly handsome 2-D coupe, in kit form. This 1/24 scale winner features the new cast mag, fully adjustable chassis, shared by the Dino double car kit. The front wheels free-wheel, and it features the same self-centering guide that is now found on most Cox products. The guide, of course, features the quick-change brushes, which is really useful in enduro racing. The 2-D is powered by the big X-250 motor, in sidewinder form.

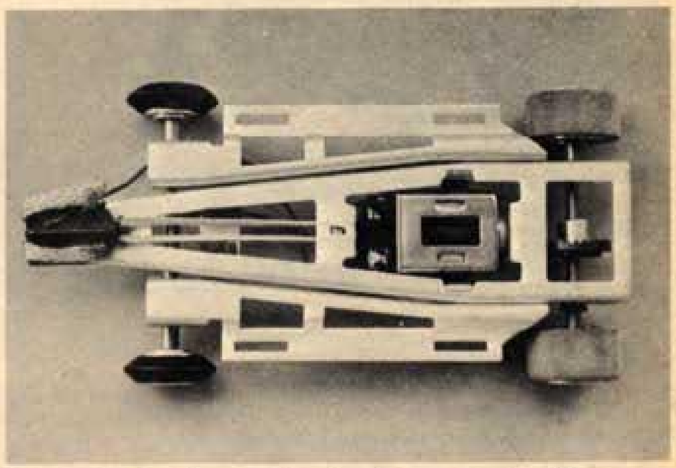
The detail on the 2-D coupe is marvelous, and it has that now-famous, full interior, which allows the detail fanatics to get their jollies.

On the track, the 2-D is as competitive as any of the other race-proven Cox products, so enough said on the subject!

With cars like this, Cox looks good! Now if they'll just pay a little attention to 1/32 scale!

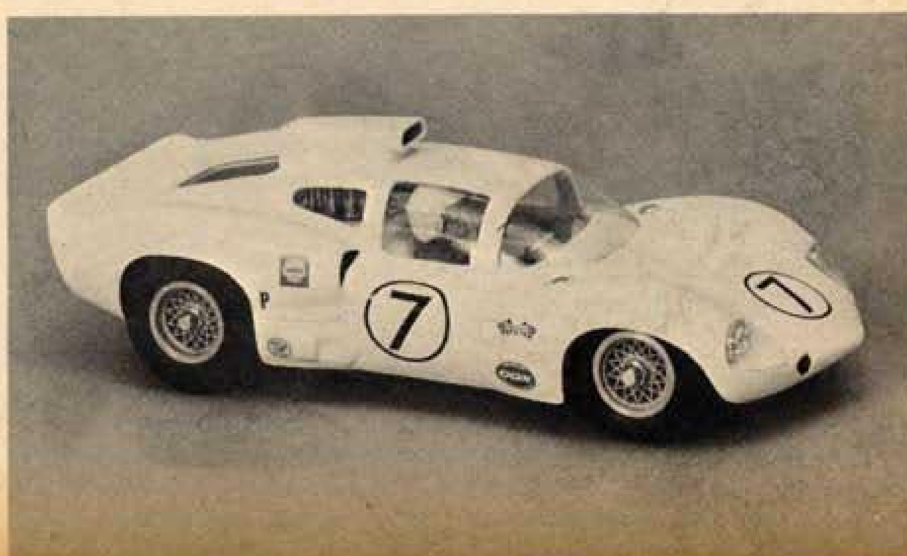


*Ball bearings all around too! Those rear tires are super-soft and grabby, while the front ones are hard and very narrow, not to mention free-wheeling.*



*The pickup is self-centering, thanks to a simple rubber band. Pickup brushes are of the quick-change school, simple and efficient.*

*Now there's a way-out chassis! Total all-up racing weight of the car is just 3 ozs! The entire motor pivots on the swing arm.*



*The scale fan gets his due also, with this brutal 2-D Chaparral coupe. Kit form, for just $9.98, and that fully-adjustable chassis is standard equipment.*



# ONE MAN SHOW

*The eye catching half-bubble on the forward section is an over-grown air scoop reworked from an airplane canopy; it's one way out idea of what you can do with those spare parts.*

## HERE'S A VIEW OF WHAT ONE MCS FAN DID WHEN HE MIXED UP HIS KITS AND LET HIS IMAGINATION RUN WILD.



*What was once a '50 Ford convertible has been jazzed up with a '57 T-Bird custom front end and a Carson top. Custom hood scoops from a '57 Chevy have been reworked as rear antenna housing.*



To give you an idea what you can do with that bulging cigar box of spare parts, MCS turns the spotlight this month on a 27-year old custom model car fan from Toledo, Ohio. Sheldon Cousins, a bond winner in past MCS contests, uses the magic formula of imagination, a flair for detail and lots of spare parts to turn out eye catching cars that dare to be different.

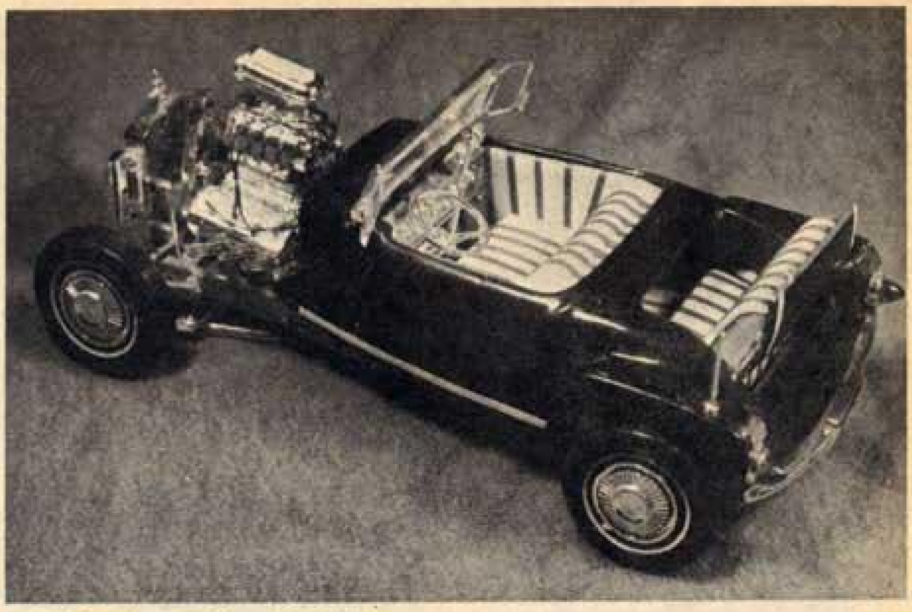
Take a look at some of the Cousins Cruisers featured in this one man show and test your model knowledge. If you find it hard figuring out makes and years, don't feel like the Lone Ranger. Without help from Sheldon, we weren't so sure either.

To start off, focus in on the '62 Cousins Corvette . . . if you can find it. Here's a hint: it's sporting '57 T-Bird nerf-bumpers and a custom Mercedes type grille, but looks something like a Corvair fore and aft, with a '63 Pontiac Tempest windshield and side windows.

The '62 T-Bird, however, is easy to spot right off; with that airplane canopy serving as an air scoop over the Pontiac engine, who can miss it? The custom half-top was lifted from a '63 Buick Electra and molded to the body; the wide front windshield from a '63 T-Bird required special fitting too. The landau

*This '62 Corvette has a Corvair flavor fore and aft; '57 T-Bird nerf bars, '63 Pontiac windshield and '61 T-Bird side lakes add to the magic mix-up.*

*A classy Rolls Royce grille and '64 Cad quad lights complement the power end of this sophisticated '32 Ford Model-B Roadster; the engine is a fully detailed '58 Chrysler with a GMC 6-71 Blower.*



irons, in case you hadn't noticed, are '58 T-Birds, while the side lakes are '62 Mercurys.

The asymmetrical styling evident in Cousins' '62 Pontiac Bonneville Convertible is the product of 12 different model kits. The front end grille is from a '65 Mercury, offset with three custom Lucas chrome lights from a '62 Buick, and fitted to a '57 Chevy hood. The racing windshields are a combination of '65 Corvette and '64 Olds; while the custom rear fastback window is strictly Ford Cobra.

Take a '50 Ford convertible, add a '57 T-Bird customized front end, a Carson top with '63 Mercury Meteor landau irons and '63 Ford Fairlane-500 tail lights, bezels and rear grille. Now what have you got? Sheldon Cousins says it's still a '50 Ford, but you wouldn't know from looking at it.

Do you have an old roadster that needs some class? Take a hint from Cousins and try adding a Rolls Royce grille, '64 Cadillac quad lights and '64 Lincoln Continental hub caps. His '32 Ford Model-B Roadster also features a chrome dropped front axle and rear bumper from a '40 Ford coupe, along with tail lights and custom rear fenders from the A.M.T. XR-6 Roadster.

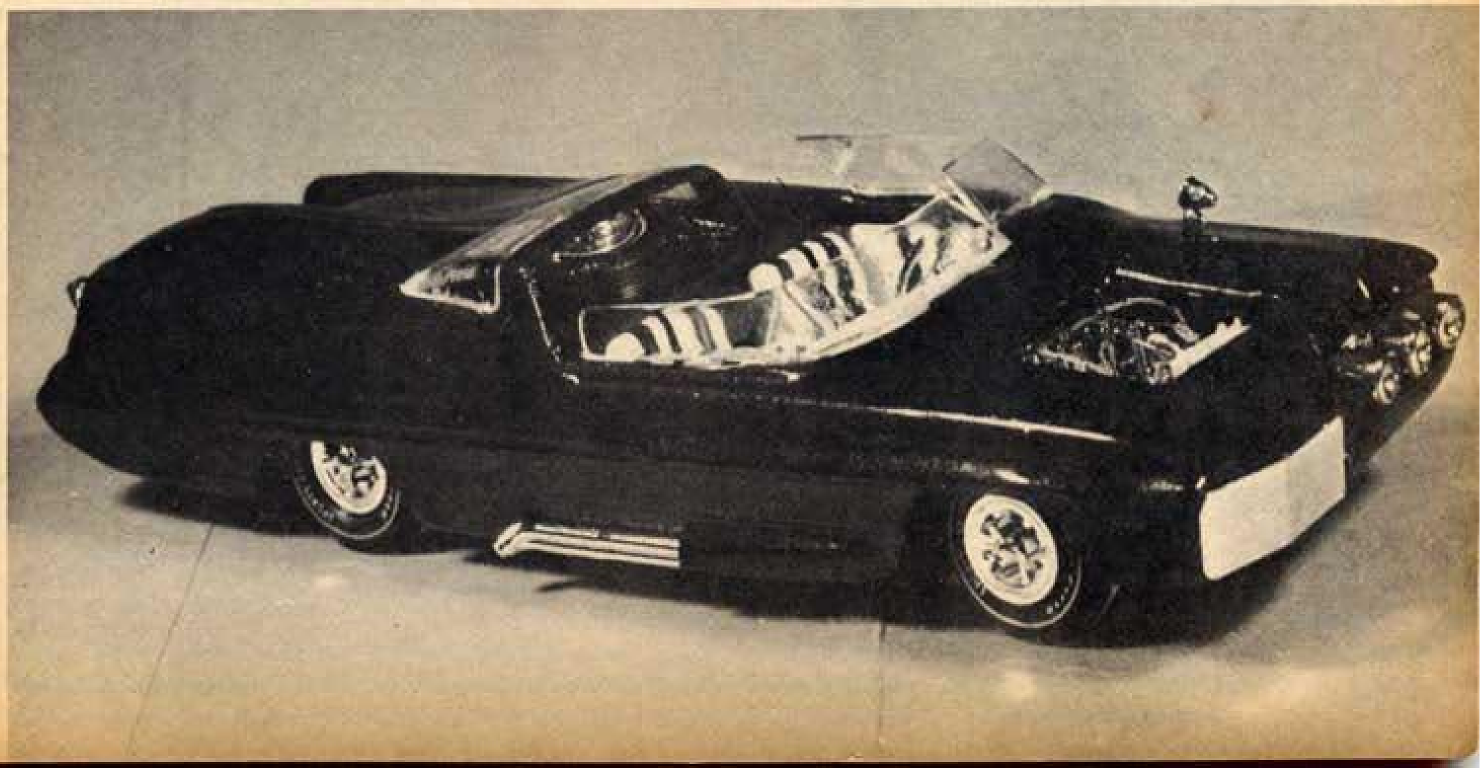
Those spare parts can pay additional

PHOTOS BY SHELDON COUSINS



*Cousins' version of the '65 Plymouth Fury features a custom split bubble top, '63 T-Bird windshield air-scoop and a back body section from a '65 T-Bird. Interior detailing includes unistick control drive.*

*12 different model kits were combined in this '62 Pontiac convertible. A '57 Chevy hood has been molded to the body and fitted with a '65 Mercury grille, counterbalanced by three '62 Buick Lucas lights.*



dividends in engine and interior detailing, areas that can make or break a winner. All of Cousins' cars, for example, come complete from fuel lines to swivel seats. So the next time you're wondering how to empty that box of odds and ends, try a little imagination. You may find yourself with a car that shows some real prize winning personality.



*The basic body shape of this '57 Chevy has been retained, but has been spiced up with '57 Buick headlights and grille, '62 Mercury side pipes and a custom bubble top lifted from a '64 Cadillac.*



*Highlighted by a completely detailed Pontiac 421 V8 engine with blower, this '63 Bonneville also sports a '64 Buick tonneau cover and side pipes, '63 Buick Riviera headlight pods and a '63 Pontiac Tempest windshield.*



*In reworking this '60 Ford Starliner, Cousins added a complete '57 T-Bird front end, '63 Mercury Monterey side pipes and a fastback rear window that once was a '64 Ford Fairlane-500 windshield.*

*The mild custom additions given this '63 Lincoln Continental consist of an all chrome interior, featuring a hi-fi, T.V. and tape recorder, Cadillac front and rear grilles and '64 Imperial hub caps.*



# THE CUT-RATE DRILL-DAPTOR THINGIE....

## OR HOW TO CONVERT AN ORDINARY-TYPE HAND DRILL INTO A SPECIAL KIND OF MODEL-MAKING TOOL WITHOUT GRINDING THE BUSINESS OUT OF YOUR BUDGET!

### BY PHIL WILLEN

The Dremel Moto Tool is a great gadget to have around. So they tell me. I never seem to have the spare scratch to scrounge one up. You could trot over to the family bank, and ask if he'll lay thirty clams on you for a Dremel Moto Tool, cause everyone else in your homeroom has one.

Don't despair, gumba, there's a gadget on the market that'll make your little old quarter inch drill behave almost like a Moto Tool. It's a flexible drill extention that's so great at solving problems, I've named it "Supersnake."

One end of Supersnake (also known by the brand name "Steelcraft") gets chucked into the drill just like an ordinary bit. This gives you a long flexible line with another chuck on the loose end. Into the jaws of the snake can be inserted a whole variety of rotary files, grinding wheels, and stuff. Even the bits from Moto Tool itself could be used.

Put the drill in an inexpensive drill stand, or just lay it on a table. Lock the drill in the on position, while holding the snake with the other hand. Now, you have a one-handed tool to grind, gouge and graunch those goodies you are holding with you other five.

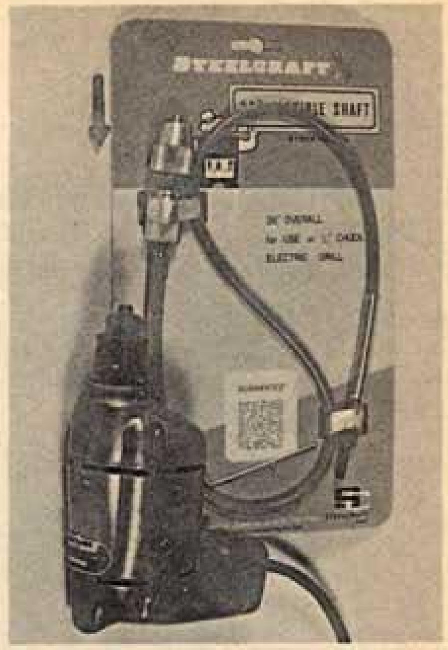
I paid all of $2.50 for my drill-daptor, so the cost shouldn't be too much different in your local hardware hangout. Little grinding goodies run anywhere from about sixty cents to a dollar. That is still a lot less than one of those special hobby tools. C'mon, Adam, get out of your garden. Supersnake is here!

For the drill of a lifetime, pick up on "Supersnake." Supersnake is the answer to the prayers of us model manglers who are keen on carving plastic, but poor in the pocket.

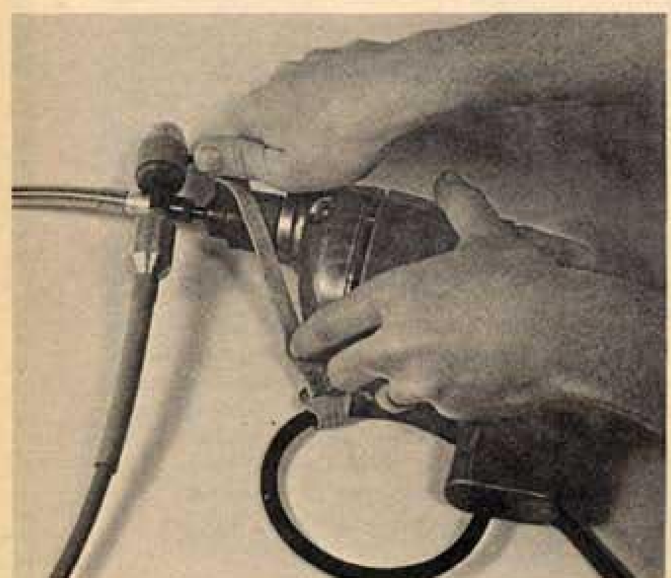
We read the words of the great prophets of plasticland telling how to turn a 1/10th scale T into an H.O. Batmobile with working suspension, steering front end, and an A.M., F.M. radio, and the little scale voice inside our heads says, "Gee, maybe I can do that."

Sure you can, Clarence, all it takes is time, talent, and tools. Can't do much for you on the first two; but I've found something that sure helps out on the last, and it won't womp your wallet.

If you follow the adventures of the MCS heroes, who expound on how to modify more marvelous models, masterfully, you might notice that they drop a lot of funny names, like Unimat, or Dremel Moto Tool. Herein, Hector, lies the bit. Sure, you can still make models without these groovie goodies, but they help. They really do help!



***If you are presently the owner of an inexpensive hand drill, but would also like to have a model-making gadget . . . here's what you're looking for . . . a special grinder goodie for $2.50.***

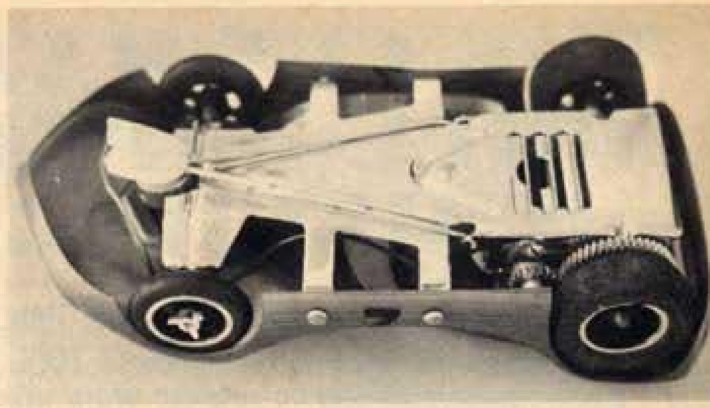


***One end of the Steelcraft flexible drill-daptor slips into the chuck just like an ordinary bit. The other end accepts a variety of rotary files, grinding things and stuff.***



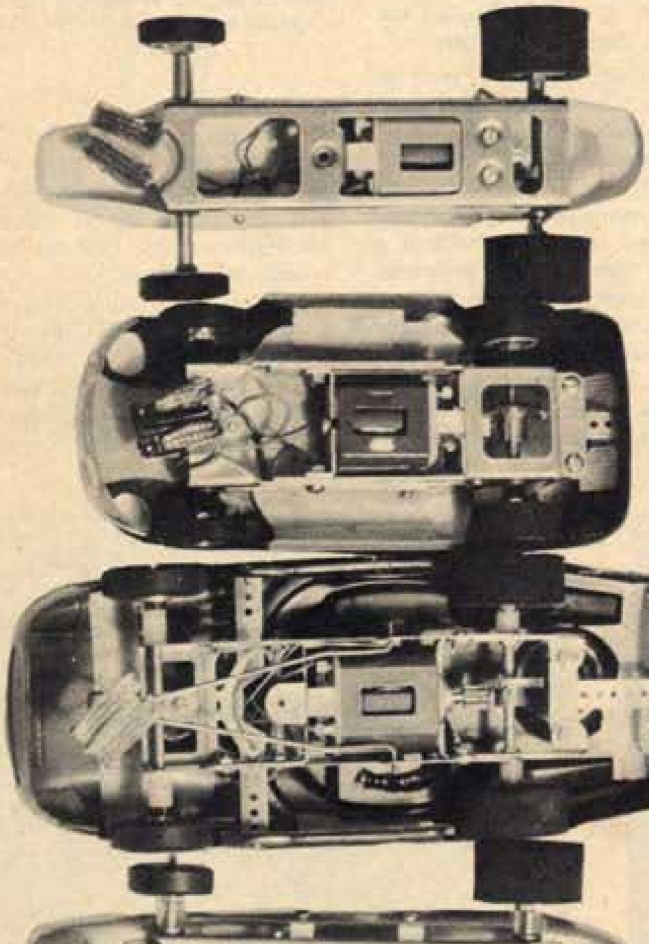
***With the drill locked in the "on" position, you now have a one-handed tool to grind, gouge, and graunch(?) all those model goodies.***

*Most commercial methods of mounting a clear plastic shell to a frame result in hardware protruding through the shell, as shown here.*



**THERE'S NO MYSTERY IN MOUNTING A BODY, ONCE YOU'VE TAKEN A LOOK AT THE WAY EVERYBODY ELSE IS DOING IT!**

# THE HOWS AND WHYS OF BODY MOUNTS

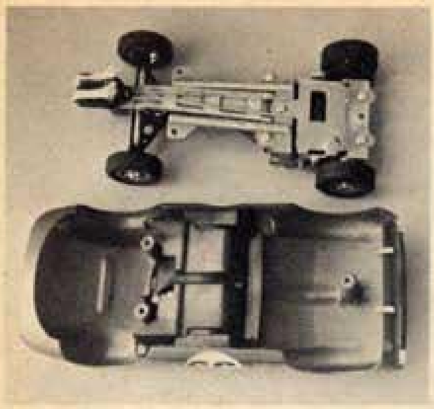


ALL MODEL RACE CAR BUILDERS HAVE ONE COMMON PROBLEM – mounting the car's body shell to that brilliant chassis they've just finished building. On the surface this doesn't appear to be an overwhelming job, and really, it isn't. However, there's more to just mounting a body, than finding a way to attach it to a frame; that is, assuming you want a neat looking car when you're finished!

One quick glance at 99% of the ready-to-run cars on the market, will tell you that the manufacturers have failed in the "beauty" department. Nearly every car you pick up has ugly screw heads or pins, or in many cases, long wire retainers protruding through the sides of the clear plastic bodies. In many cases these crude body mounts ruin an otherwise esthetically pleasing car.

You see on these pages a rundown of the various methods now being used. Injection moulded and vacuum formed shells are shown. By and large, the vacuum bodies offer the toughest problems, since they have no built in body mounting posts or lugs, as do the i.m. bodies. Note that we have recommended a way to mount clear plastic bodies. We prefer the procedure shown, over the others, as nothing shows through the body. Furthermore, the wood posts are very lightweight, at least as light as many commercial brass body mounting kits, currently available. No chassis vibrations are transmitted to the shell, or vice versa. The wood absorbs vibrations very nicely and it's cheap and easy to find.

You can't say you're still having troubles trying to mount that body now! Seeing as you are fresh out of legitimate excuses, don't you think you'd better get to hustling?

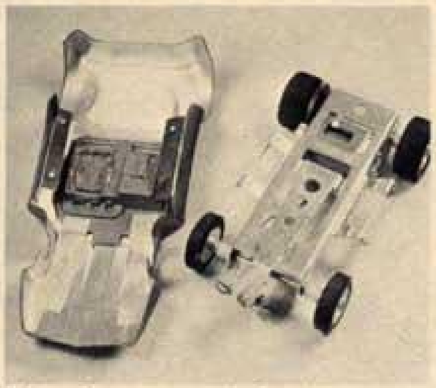




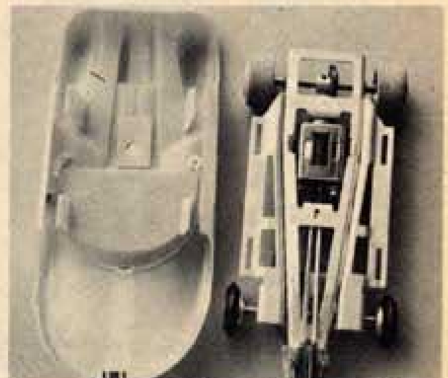
*Injection moulded bodies are usually secured to the frame by means of screws, inserted into integral body mounting lugs, as shown here. Nothing shows outside, as you can see. Now wouldn't this Dino look sad with screws or pin heads stuck in its sides?*



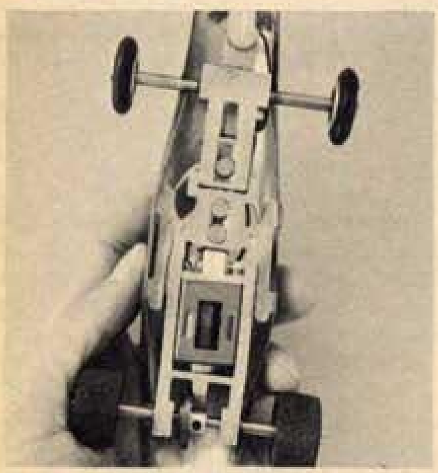
*Some manufacturers add brass "wings" to the chassis, then drive pins through the clear plastic shell, and into holes provided in the "wings," as shown here.*



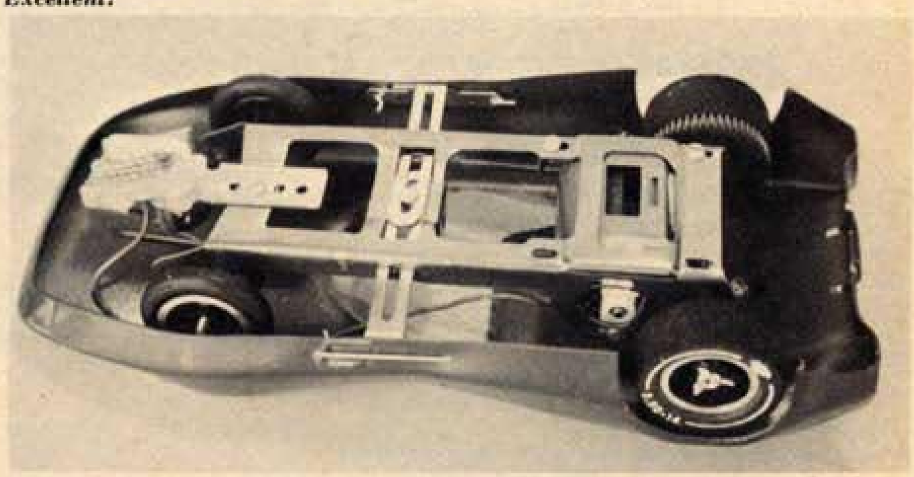
*A few sharp companies have gotten around the screw head problem, by wrapping the shell under the chassis, as in Monogram's Vampire, shown here. The screws are out of sight. Excellent!*



*Cox gets around the problem neatly, by moulding in lugs on the shell, which snap into recesses in the frame. Efficient and nicely out of sight.*



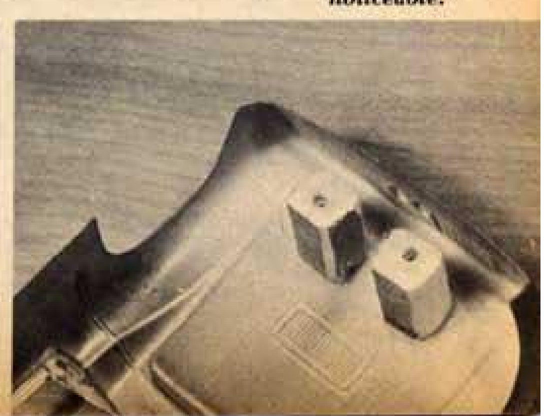
*Dynamic utilizes the flexibility of the vac-formed shell to the fullest, in their Bandit. The body is merely "spread", and snaps over the integral mount.*

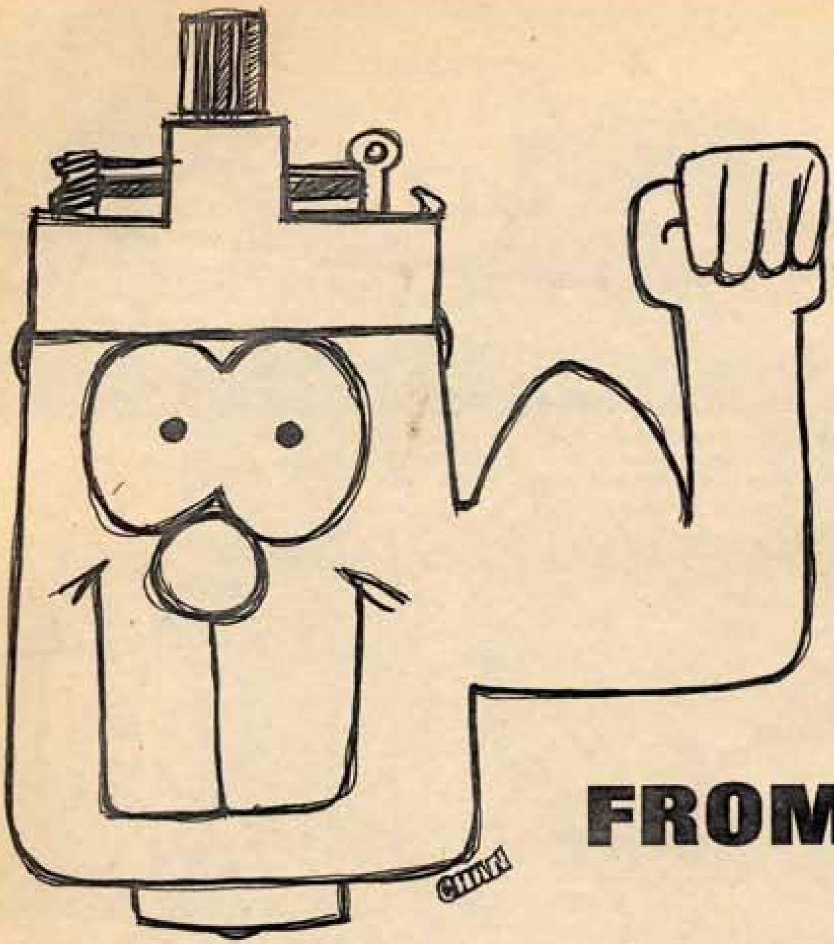


*Many vac-formed shells use a long wire retainer, which goes through the body, and into brass "wings" that are mounted to the frame. Not as noticeable as screws perhaps, but still noticeable.*

*We heartily recommend this method for mounting vac-shells, or even injected units in certain cases. The wood is clear pine, and is very light, cheap, and easy to come by.*







# THE HOT, NEW MUSCLE FROM MABUCHI

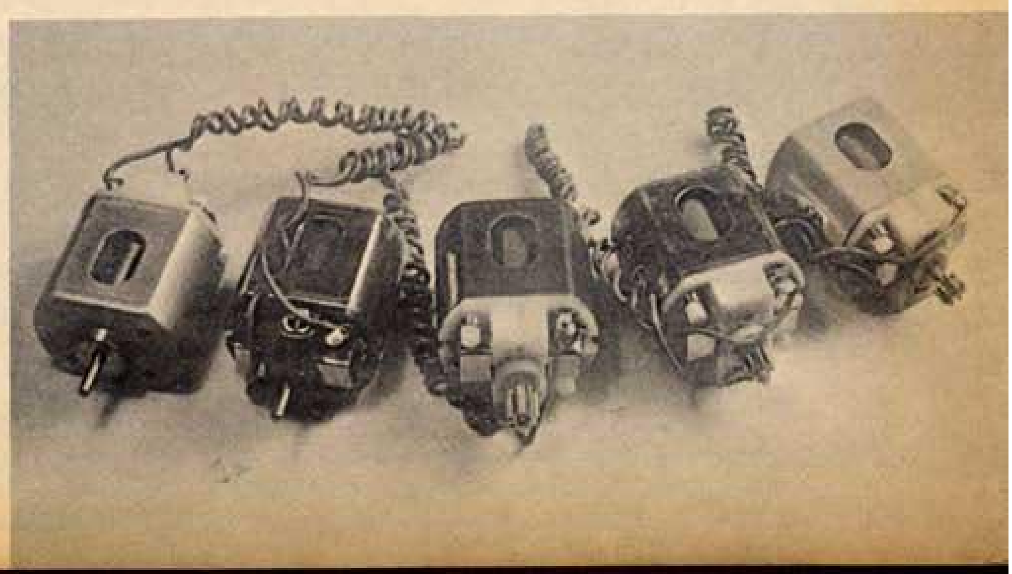
## MEET THE "26D," THE THREE DOLLAR MOVER . . . AND TWO SCRATCH CHASSIS THAT HELP IT REALLY WAIL!!!

BY CHRIS CHAN

IF ALL THOSE hot stock Hemis have you wondering where the Mabuchi went, here's the word. The latest from the originator, the FT 26D, has made the scene. Sized, as it is numerically placed, between the big and little cans from Mabuchiland, the new 26 has every bit the torque and rpm of the fastest Hemis.

A half dozen of the top slot car makers have these three dollar bombs now on the market in various shapes, styles, and colors. Classic sells its bright orange bomb with its gear shaft out front, back, or both ends with brass end plates for mounting ease. Dynamic's bubble packaged purple version comes with a brass pinion gear on the brush side. Testor's Turbo Mark IV 26D has with it a "U" shaped motor axle bracket. The K&B Jaguar sports a new commutator and a ten-tooth gear.

Standard equipment with all 26's are front and rear ball bearings, super torque magnets, and a three-volt rated armature. That last bit can be taken quite a few ways, but an adequate ohm rating would be equally useless in most cases; so would #29 wire suffice? For you



*Mabuchi machines out their newest bomb, the 26D, for five big American firms at this writing. Bright colors and varying output-ends distinguish each version.*

psychedelic speed fiends, good ol' John Thorp of Pomona has a super swift re-wind version with his typically smooth dynamic balancing for $8.95 (#29) or $9.95 (double #31). These pink devils move!

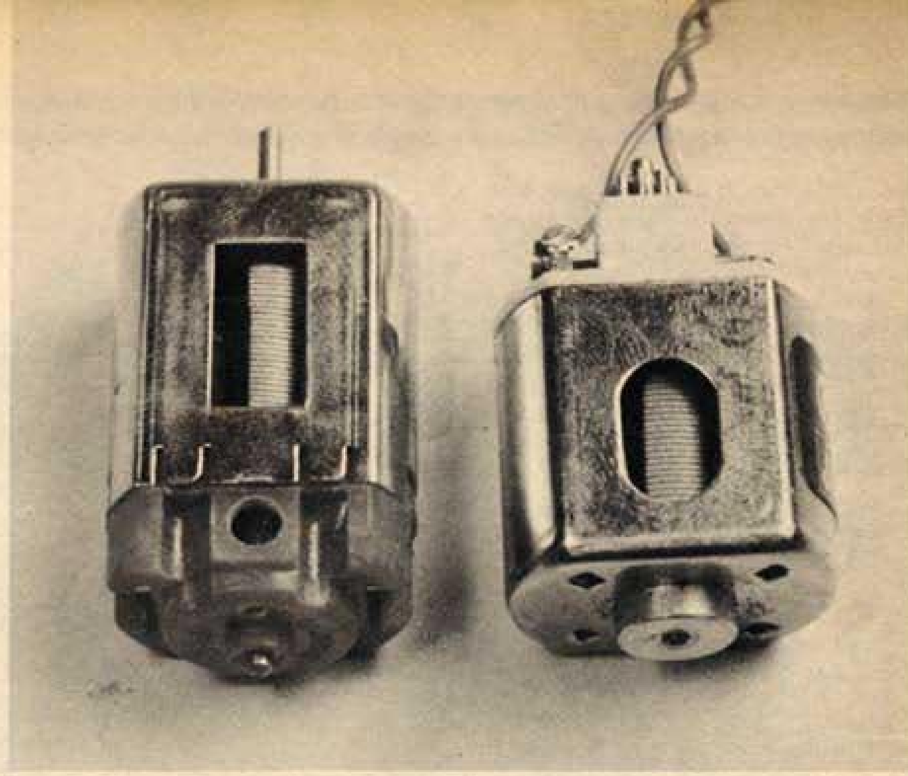
The 26D must be called primarily a 1/24 scale motor, although a few G.T. car adaptations may pop up in the smaller scale. Potent as an inline, the extreme short length of the 26D also makes it ideal for sidewinder applications. The only criticism I had of the motor was in its diameter. Almost as large as the Pittman can, the ground clearance ruling at a lot of tracks was a problem. Hopefully, though, this may bring about the use of slightly more scale tires than we on the west coast are accustomed to seeing.

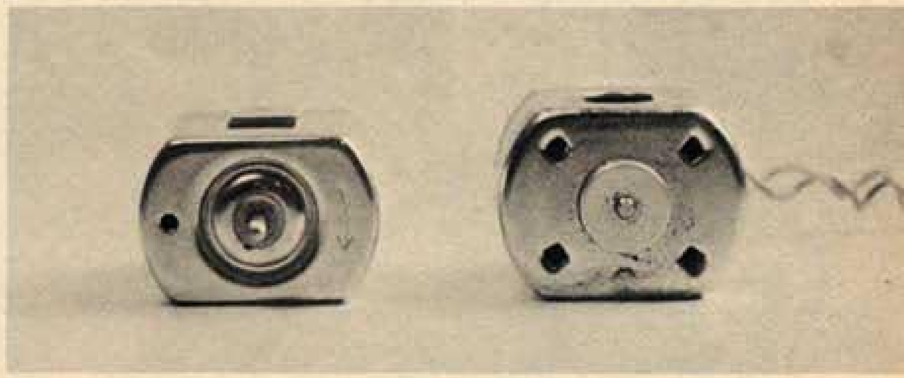
Mabuchi's new mighty mite is equally at home in formula one, sports, or gran turismo machines. The latest 3 liter grand prix cars are perfect mates for hefty mills.

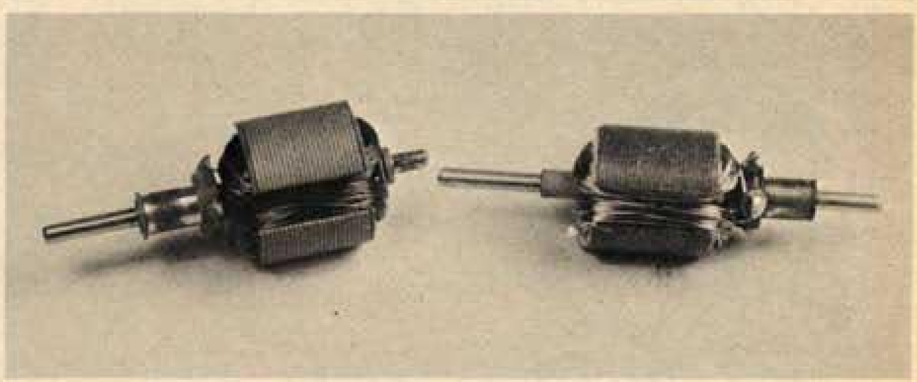
The triple rail frame we scratched up custom-style for the 26 is one of the beefiest things yet. Again as a result of the large tires and high motor the c.g. lowering was of prime concern. This was aptly taken care of by three wire-filled 1/16" tubes running parallel along each side of the motor. In addition to being heavier than the now popular rods, they also have the advantage of springing back to their original shape. The motor-axle bracket is a Russkit #795 with the bearing hole enlarged. A nice feature of the short 26 is that the pivot for the swing arm can be located well aft for a smoother drop.

Both formula cars and the slightly heavier sports machines run well on inch-high black Fas-Trac foamies on particle board surfaces, while silicones are the choice on the smoother courses.

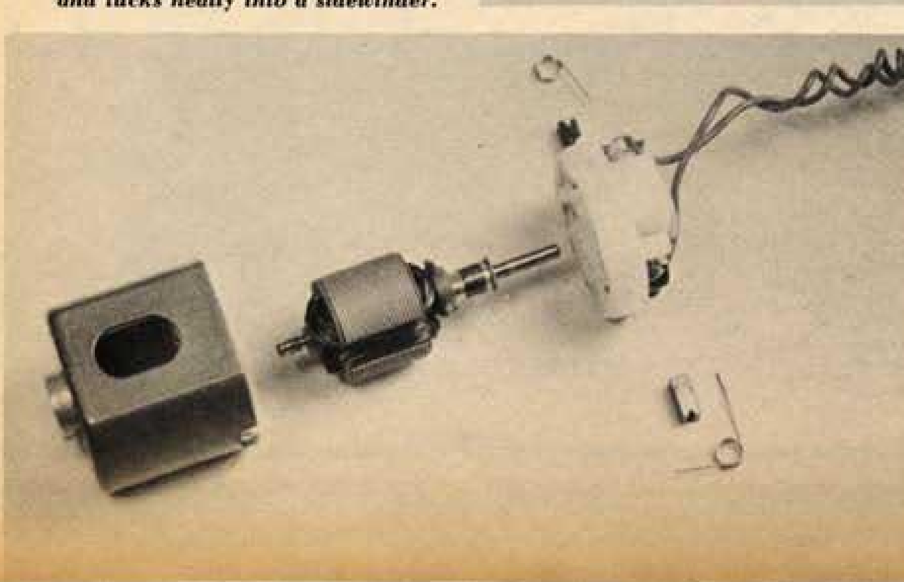
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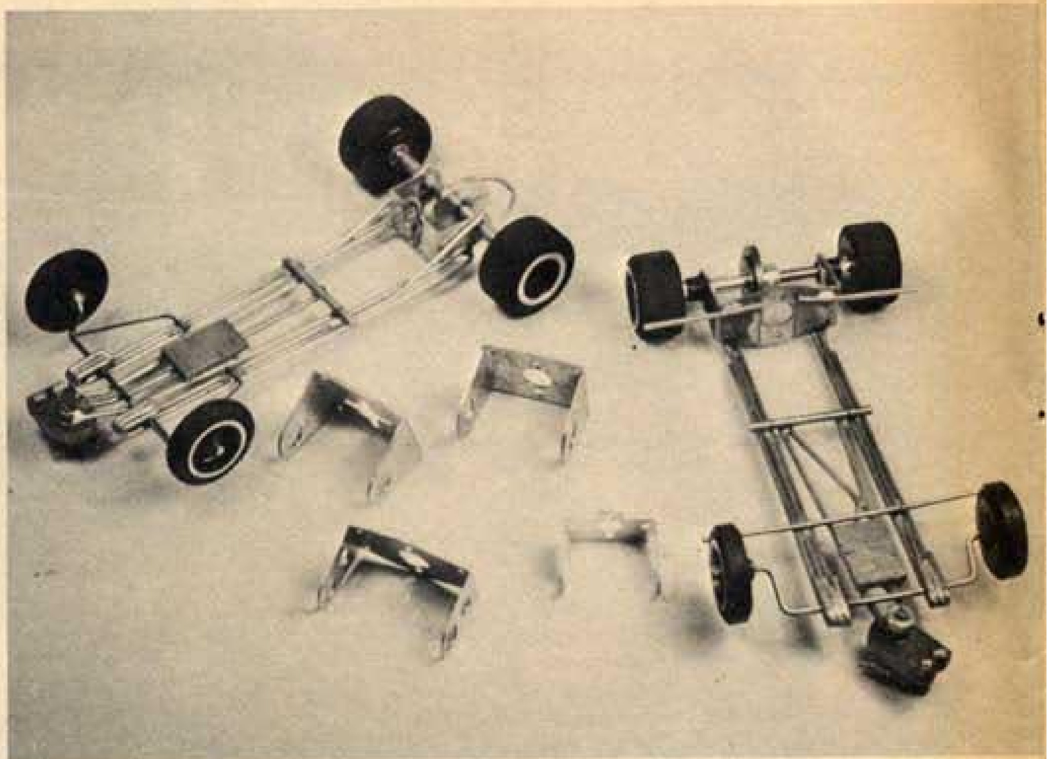
***In a comparison with Mabuchi's chief nemesis, the Strombecker-Pactra Hemi, the new 26D shapes up fairly well. The Hemi allows for lower cg's, while 26D houses monstrous magnets and tucks neatly into a sidewinder.***



***Popped apart, the "intermediate" can looks basically orthodox, but in fact includes high-cost extras like ball bearings and a three-volt armature for the $3.00 price sticker.***

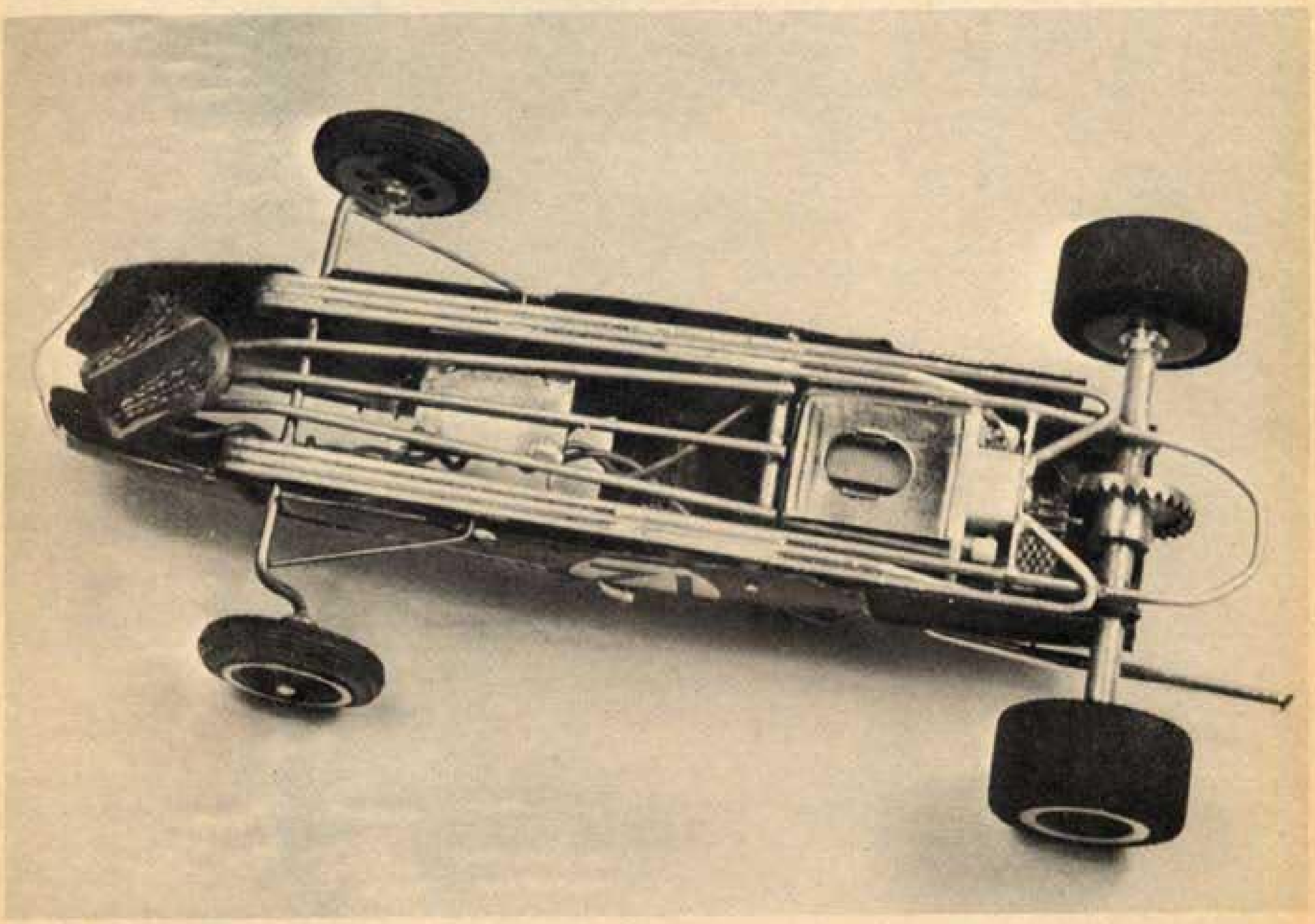
Gear ratios are 4:1 or lower with Wel-Dun's new aluminum inline gears doing the same fantastic job as their side-winder cogs.

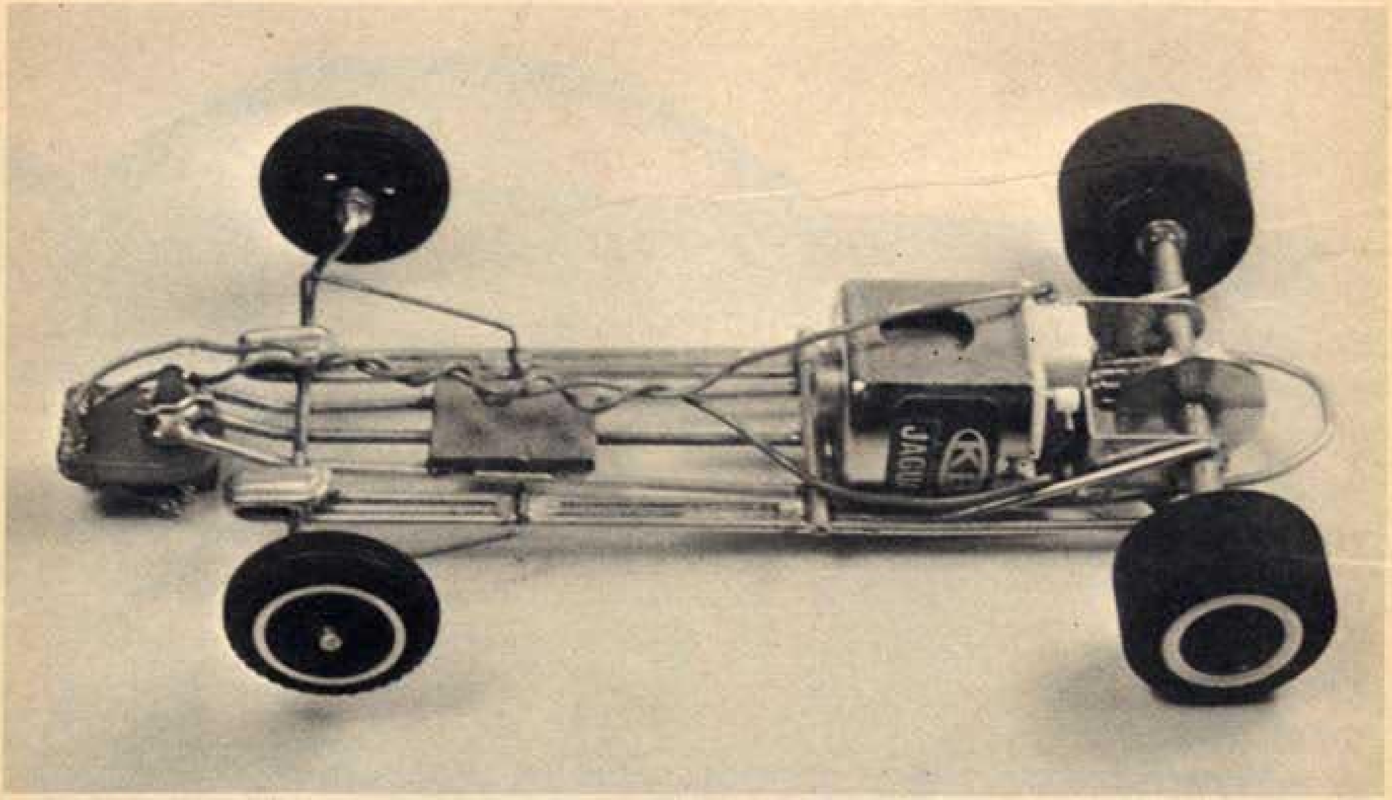
Mabuchi has now assembled a near perfect combination of shape and rewind performance along with a nice low price sticker for any race fan that can handle it; and for a finale, Dynamic also has one of its new flexible flier frames for it, too.



*Scratch-builders can scope the action with Pittcan brackets by KalKar, BuzCo, or MDC for sports cars; narrower G.P. type machines will require something in the same vein as my modified #795 Russkits (enlarged motor bearing hole).*

*The three-wire-filled frame rails sit just a hair over 1/16" off the track to keep the c.g. as low as possible. The long drop arm provides smoother contact with the track tapes, while Fas-Trac black tires give just the right amount of adhesion for the lightweight 26D.*

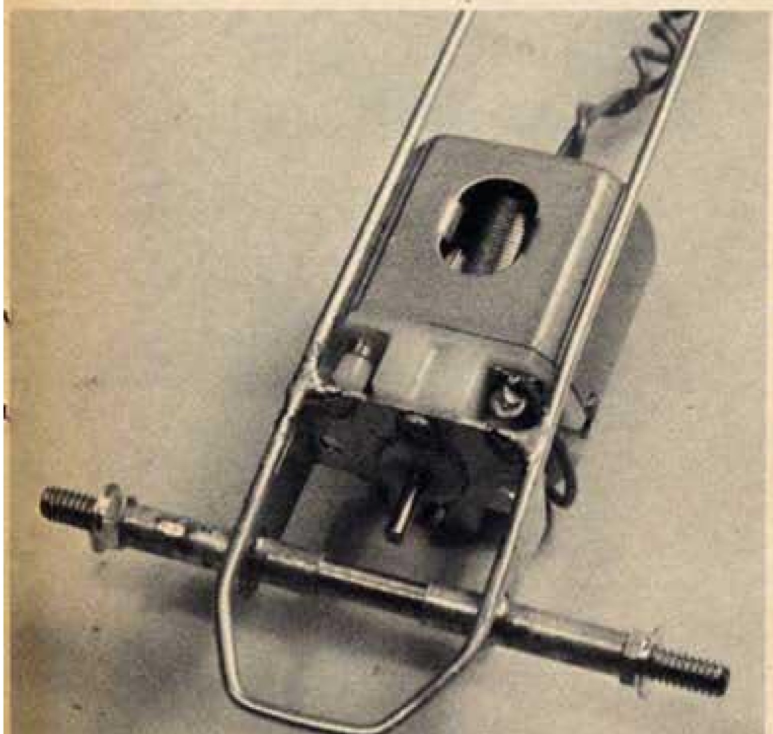


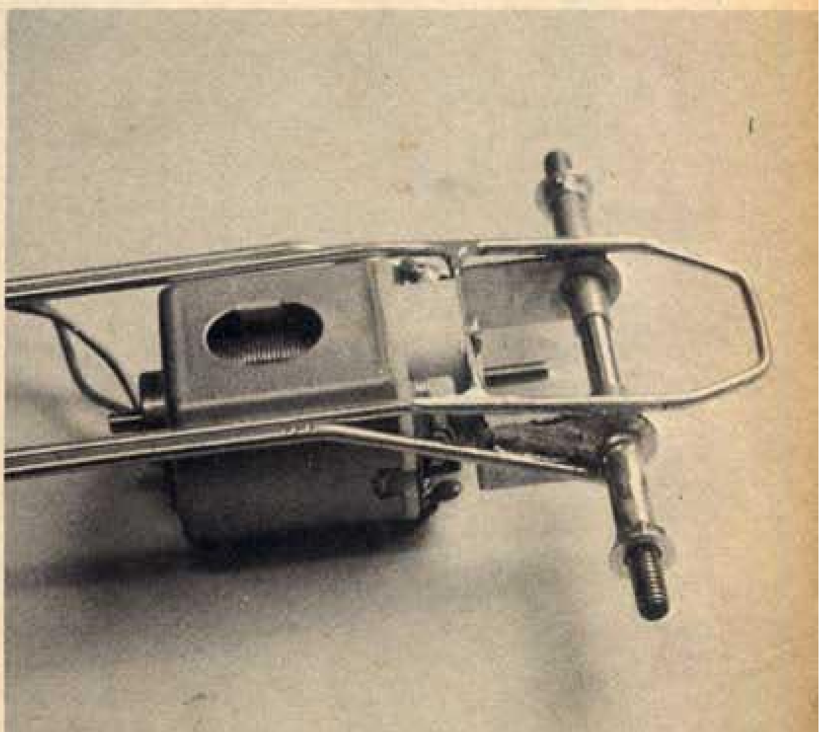


*A finished G.P. chassis for a Lancer Eagle is a triple tube affair with the #795. For added spring, strength, and weight, the frame tubes (1/16") were filled with piano wire.*

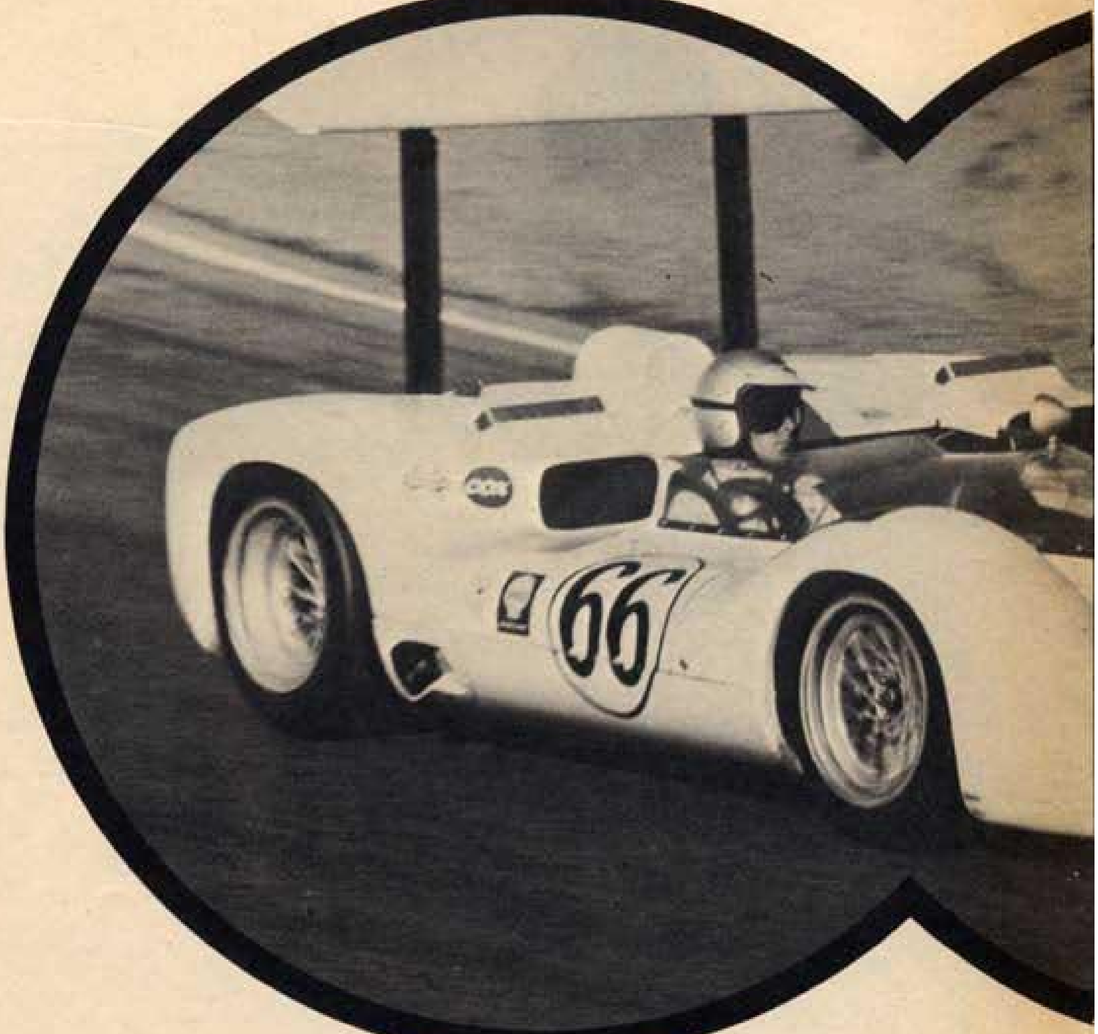
*After securing the motor-axle bracket to the rear of the motor, take one full length (1 foot) of wire-filled 1/16" tubing and shape it as shown. The axle tubes are adjusted to fit the rear tread perfectly without spacers.*

*Thorpe's beefy rewind (290) version is the subject for this exercise. The second tube is bent up to the top of the bracket arm while the third simply solders on to the rear axle tubes.*





# WHAT TO LOOK



**IT'S A LITTLE EARLY TO KNOW FOR SURE, BUT HERE'RE A FEW "GUESSTIMATES" ON WHAT CARS, KITS, AND WILD IDEAS TO EXPECT WITH THE NEW YEAR.**

By BOB SCHLEICHER

Each winter, all of us automobile enthusiasts get a sudden increase in our individual blood pressures as we trip down to the local car dealer to see what the Lords of the Automobile have released from their castles in Detroit. It's new car introduction time across the land. A time of excitement, and a time to vote, by opinion or by purchase, for your favorite cars.

To the dealers, wholesalers, and manufacturers of our hobby, there is an annual "new car introduction time" also. The difference, here, is that the "new models" are just that — new models of the latest in model car, plane, train, or craft items from every supplier, of consequence, from around the world. Our hobby is represented, on the commercial level, by the Hobby Industry Association of America. This national organization includes almost every manufacturer, wholesaler, and the more progressive dealers, in its membership.

You, the customer, cannot belong to the association; however, your voice is heard, loud and clear, when you buy — or fail to buy — the products that the manufacturers think you will want. Your discussions, with your hobby dealer, are also relayed to the industry in the form of what might be called rumor, or "public opinion." The point is that YOU are a definite part of the hobby. Your opinions are what influence the manufacturers to produce what they do. If the items you want are not yet produced it just could be because you are not spending enough of your hobby time, or your hobby dollar, in your local hobby shop or racing center.

When you buy a model kit or ready-to-run from a discount store, you are wasting your vote as to what YOU want in the way of model cars or parts. Enough lecture . . . what do the manufacturers think you will want to buy during 1967? The items that are introduced at the Chicago hobby show are, for the most part, the items that most of the manufacturers will offer during most of the year.

Let me clarify for you now so you are not misled — the items and ideas here are NOT the official word of the firms that actually make the hobby items. All of the "new items" I'll discuss are my own educated guesses as to what you would want to see on your dealers' shelves, as expressed in your purchases last year and your conversations with your dealer. The very rare instance, where a manufacturer may have confided in me about his future plans, is Not a part of these estimates except where a number of manufacturers may be following a set trend. What you'll see here is simply an interpretation of your wants.

The 1967 hobby show, and the stocks of merchandise on your dealers' shelves during the year, will see a widening of the split between scale cars and "miniature electric machines." The trend toward "way out," custom designed, model cars like Classic's Asp, Cox's La Cucaracha, Monogram's Vampire, or Testor's Marauder will undoubtedly continue with even lower, and wider, and further-out designs yet to come!

These cars, in both kit and ready-to-run form, will have the 1/32nd scale wheels (the "way outs" are 1/24th

# FOR IN '67



performance reflected in the chassis design of their newer kits. It is possible that some other type of braking system will be offered to compete with K&B's Cortina brake, Cox's "disc" brake, and MPC's "boa constrictor" (my term — not theirs) style.

Each year has seen the introduction of some new "breakthrough" in tire traction. First it was the "old" Veco sponge, then MRRC's diamond tread, followed by "Germans," then "Silicones," the "closed cell" grey-colored foam tires, and the current red-colored closed cell foam tires. In the interest of realism, let's hope that next year's best-in-traction-tire will at least be black.

The major new "performance" development of 1967 is bound to be in motors. The latest Mabuchi "can" motor, the 26D, is already out under the Classic label, and other companies will have theirs also. In addition to the "26D," there should be at least three other brand new motors introduced during the year. Naturally, the chassis suppliers will have to have a whole new line to fit the new "26D" and the others.

The field of static, or display, models will continue to improve during 1967. A strong hint of many, many good things to come prevails with most of the companies that produce the static models. A slight decline in the popularity of slot racing, but only as opposed to static models, will force many of the manufacturers back into their original fields of injection-molded model kits. In short, static models are "coming on strong" this year!

You can expect to see more "star" and "personality" cars appearing on TV and in the movies. With this will come a whole herd of wild, weird, way out, and generally impossible custom models. If you see a car that is something other than a stock sedan in the show or on the "tube," you can take some safe bets that there is a model of it on the way.

scale?) with no detail that could be knocked off like mirrors, gas caps, exposed drivers, etc. . . . It is even just possible . . . that some of these model car designs may serve as the basis for some full-size custom car designs (keep an eye on Classic!).

At the other end of the model car spectrum, where most of the racing is done at home, are the HO and 1/32nd scale cars with at least an effort toward making the models appear like real racing cars. The enthusiast who wants realism in his racing, in any of the three popular scales (HO, 1/32, & 1/24), will get a few welcome surprises during the year also.

The major kit suppliers have committed themselves to a certain amount of detail and authenticity in many of their models and this is bound to continue. Although both Cox and Monogram have introduced "way out" models, do not expect them to drop the detailed scale cars they are both famous for. Russkit, Strombecker, MPC, and AMT should live up to their past performances and provide more well-detailed machinery. For the HO buff, 1967 will be a banner year, with more new cars than have appeared in a single year since the early sixties.

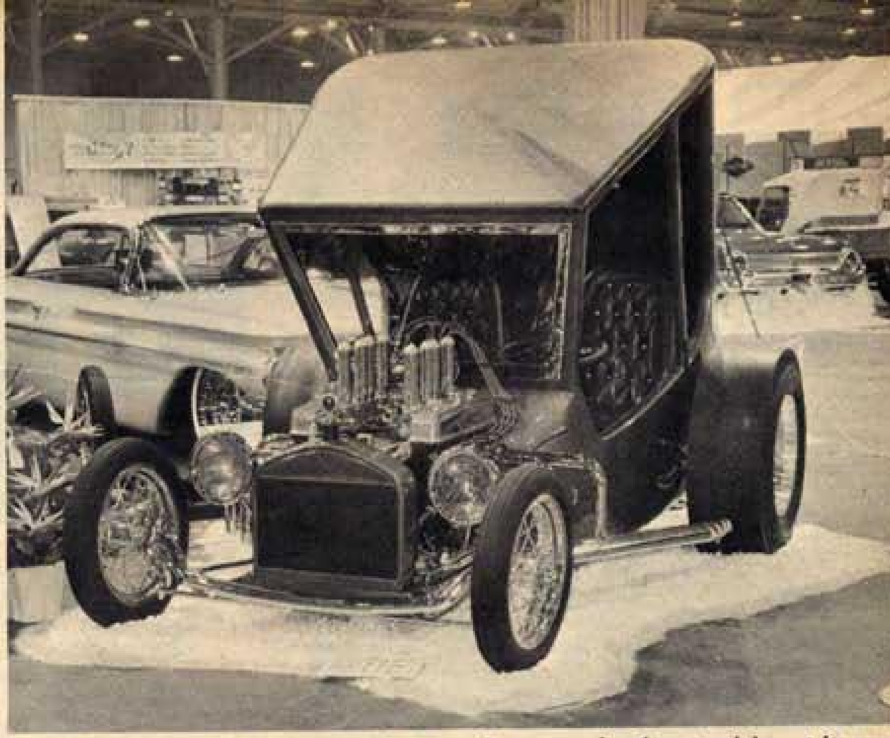
The field of chassis engineering will get a big play this year. Look for a number of super-light brass tube and/or piano wire chassis in both kits and ready-to-runs. Other firms will continue the commercial development of model car suspensions. More companies, besides Dynamic, Ulrich, Versitec, and IMC, will have their own ideas about model car

The trend, in display models, toward more authentic detail and more "working" parts will accelerate. The new hollow "air" tires of MPC, and the multi-detailed Ford GT Mark II of IMC are just two examples of what to expect from ALL of the manufacturers. There's plenty of variety in the kits now being tooled for production. Whether your fancy be customs, dragsters, rods, classics, sports, or GP cars, there're kits a-plenty to fire your imagination, right around the corner.

There is an outside chance that we may get a glimpse into the future of motorized model car racing this year. More firms, perhaps, will follow Testors into the field of relatively low-priced radio controlled cars. With enough demand, and consequent sales, a radio control racing car *could* be produced for even a little less than the current $80 or so. Better yet, the R/C car of the future could incorporate more control features, in a smaller scale, for racing on tracks no larger than those at the nearby racing center! It could happen. . . . Perhaps some enterprising inventor, as yet unknown to us, will have the long-hoped-for slotless track, without the expense of radio control, ready for production and sale during 1967. It could happen. . . . The upcoming 1967 hobby show will tell.

**NOT ONLY IS STEVE SCOTT'S FAMED BENT ROD A WILD MACHINE AND MONOGRAM'S KIT A DETAIL-FOR-DETAIL COPY . . . BUT THE STORY OF HOW THE ORIGINAL CAME TO BE IS PURELY OUT OF SIGHT.**

By MARSHALL NEALAND



*Not only is the Uncertain T an amazing example of customizing at its pure perfection, but it's also a great story of what any young guy can do, if he's darn well determined to do it.*

From the rakish cant of its fiberglass body to the wild injected Buick that powers it, Steve Scott's "Uncertain T" is a classic example of the finest of the customizer's art. But by far the most startling element of the "Uncertain T" is the fact that it was built by a young guy (about 19 when he started), who had never customized a car himself, let alone ever figured that he would build one of the wildest customs to hit the show scene.

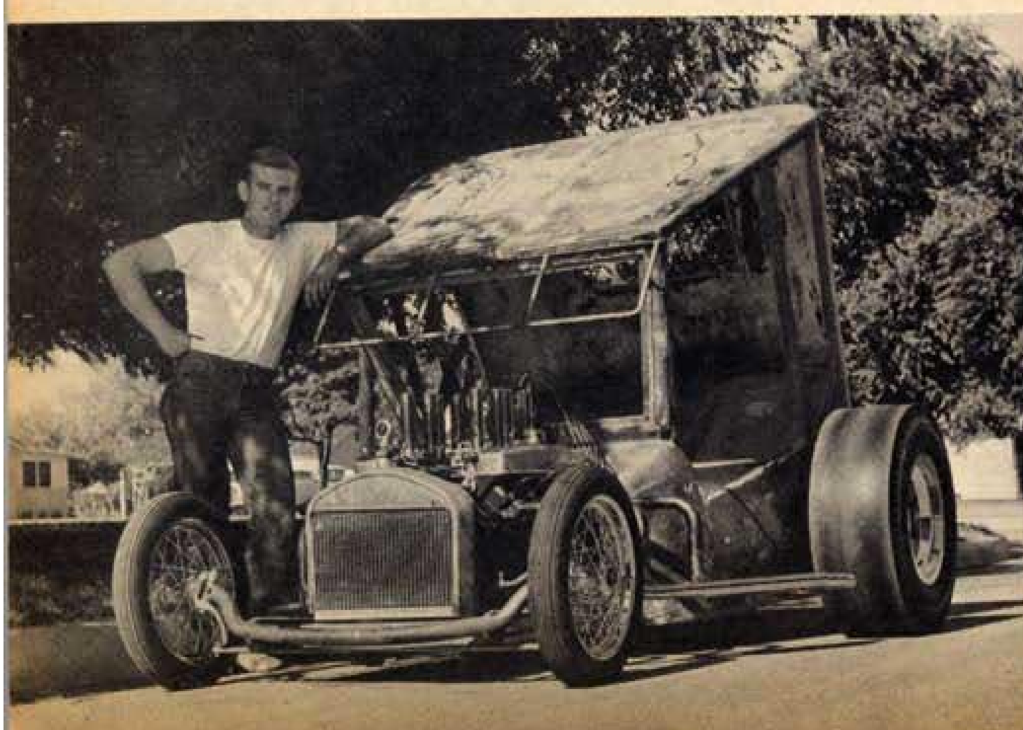
Starting with little more than a wild cartoon, a knack for organization, and lots of determination, Steve Scott proceeded to fashion his famous title-taker, prompted by the friendly dare that it couldn't be done. Careful and patient planning played an extremely important part in the building of the "T", as it was this that often saved Steve from the disappointments that usually doom a project like this.

The first step of construction involved the tedious job of making blueprints, and scrounging for the necessary equipment for the fabrication of the body mold. Special casting plaster was used to make the first mold (called a "plug"); another mold out of fiberglass was made from it as step two. The final radical body is entirely of fiberglass and was fashioned unassisted by Steve.

The motive power for the "U.T." comes from a balanced '57 Buick block bored and stroked to result in 384 cubic inches. The impressive horsepower is transmitted via a '55 Pontiac Hydramatic unit *directly* to the Halibrand Quick Charge unit (there is no driveshaft — due to space limitation Steve designed a custom universal coupling to hook the rear end directly to the transmission).

The only items on the entire car not personally fabricated by Steve himself are the diamond-tufted upholstery and the wild metal-flake finish (which consists of 35 coats of special Autumn Orange metal-flake), which Steve felt should be handled by professionals.

# The Uncertain T.... and





*Among the titles Steve's bent machine has earned in its young life are: the '65 Oakland Roadster Show, '65 NHRA Winternationals, the Seattle Custom Auto Show, plus Best Paint and People's Choice in just about every show entered.*

*A preliminary body was fitted to the running gear for a trial look-see. After this, it was used to mold the final fiberglass body . . . a job Steve did somehow by himself.*

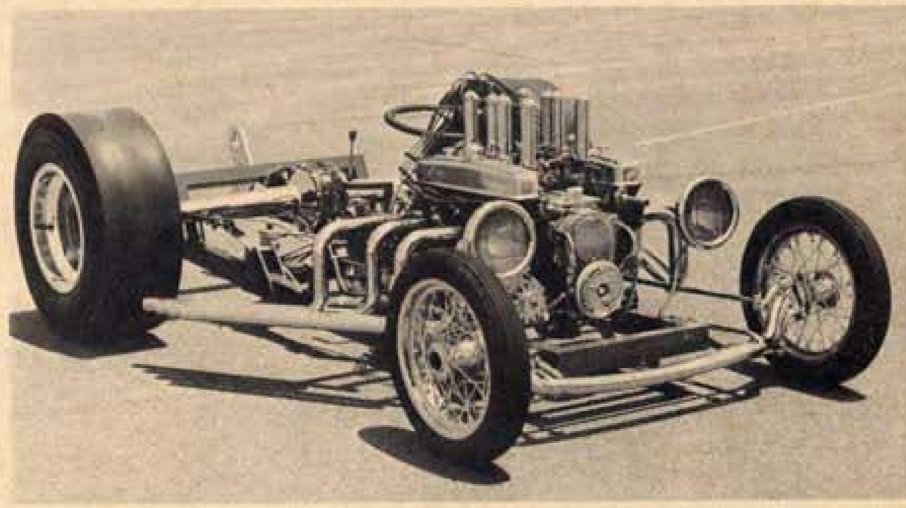


*The story of the Great U.T. began a few years back, when one day Steve just sat down in his garage and started working up the general shape of the body.*



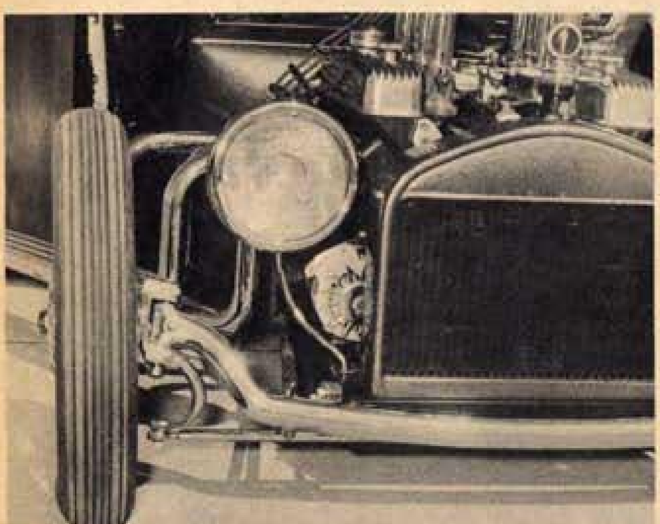
*Among the interior highlights are: a stock '21 Model T steering wheel and column, handmade, asymmetrical dash, and one-piece side panel upholstery.*

*For a young guy with only a couple of years worth of rodding experience, Steve worked up some remarkable ideas . . . including a device that couples the rear end directly to the transmission (which means no driveshaft!)*

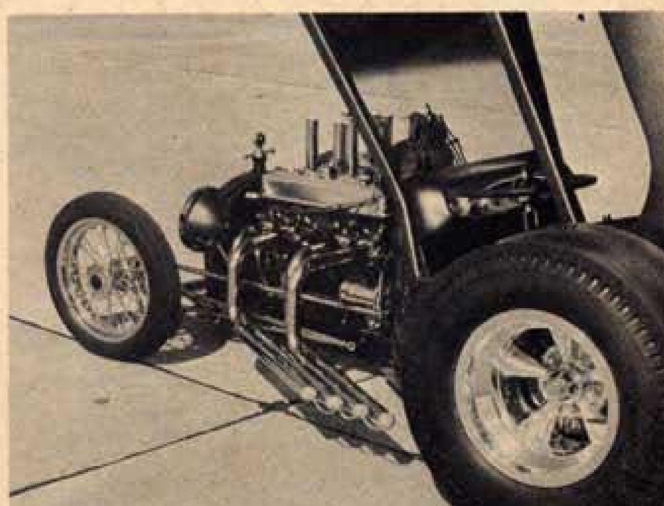


The result can only be described as unbelievable; both from the standpoint of aesthetic merit and from the fact that it was all done by a "non-professional." Although it might sound pretty corny, the "Uncertain T" has got to be a dramatic example of the old adage: "You can do anything you put your mind to." (If you're willing to really make the effort!)

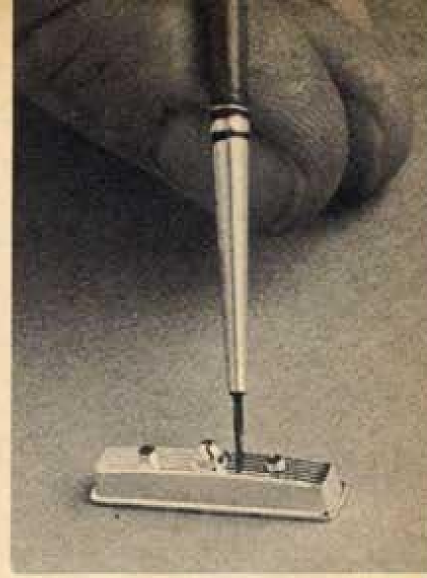
# how it got that way



*Stock '21 Ford headlights and radiator shell were used to keep with the traditional Model T rod appearance. The clean-line torsion-bar suspension was another Scott original.*



*For power, the U.T. was fitted with a '57 Buick (386"). All of the engine work was done by Steve, including the construction of the custom headers for the exhaust.*



*Valve covers can be nicely detailed by using a mixture of red paint and turpentine. The thinned paint will flow into recessed areas leaving fins chrome.*

In 1962, Steve Scott's best friend in school drew a cartoon of an abstract model T Ford. All of Steve's other friends thought that it was a wild design, and said collectively that, "It's a shame that something so radical would be impossible to build." Steve disagreed rather strongly (which is putting it mildly!). At the time he felt that anything could be done with a little thought and effort. But having no prior experience in *custom* car building, he hesitated to try; then, half as a joke, he went ahead anyway. Before he knew it he was in the middle of proving that such a car could, indeed, be built.

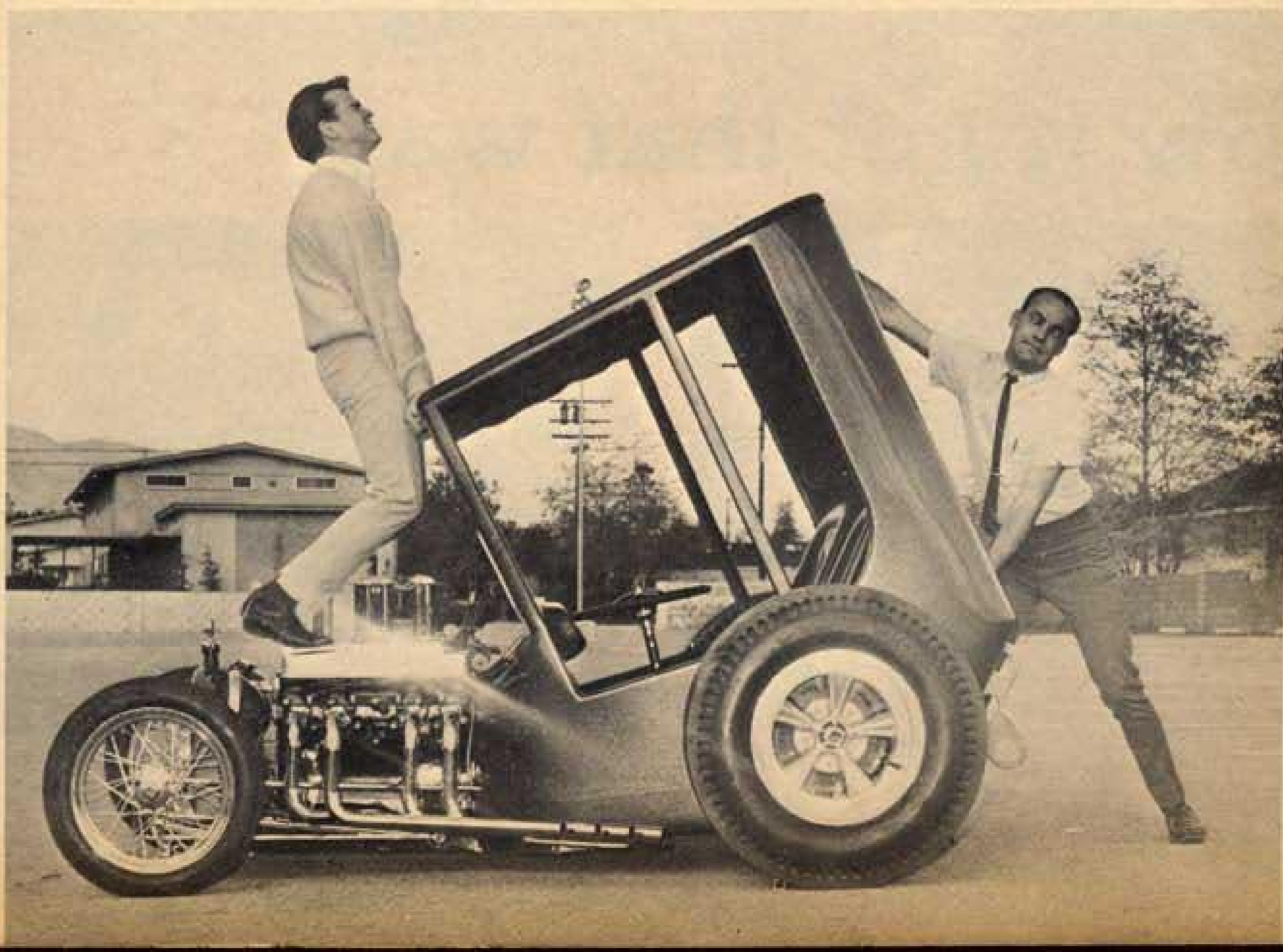
It was just about that time that I received a call from Steve telling me he was beginning construction of a wild show-car which would be completely different from any car around at the time.

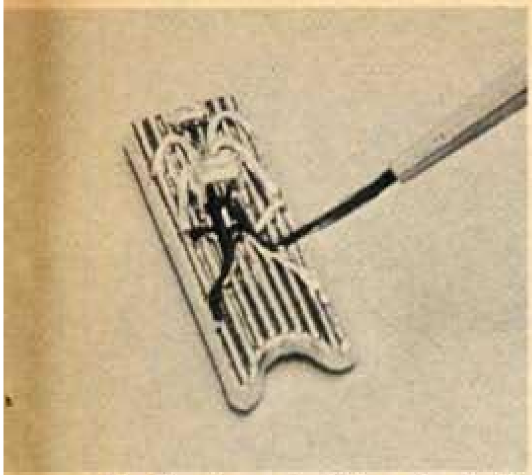
Steve wondered if I would like to do a model construction article on it. I felt

By DON EMMONS

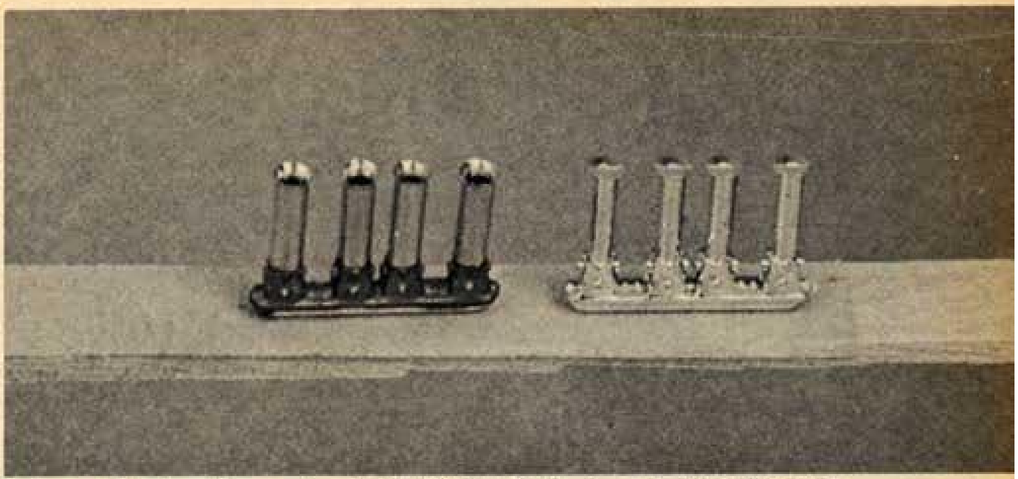
# The GAG On Wheels!!

**STEVE SCOTT'S SHOW-STOPPING "UNCERTAIN T" STARTED OUT AS A CARTOON IDEA... AND ENDED UP AS A $15,000 CHAMP ON THE CUSTOM SCENE.**

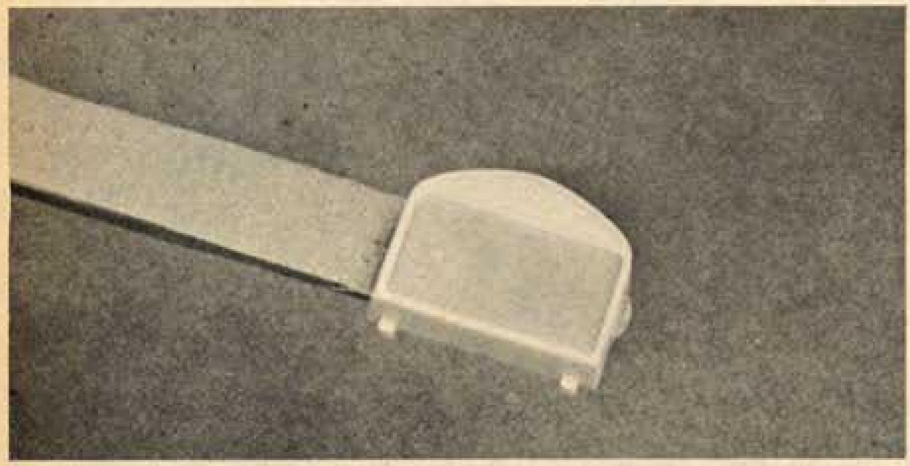




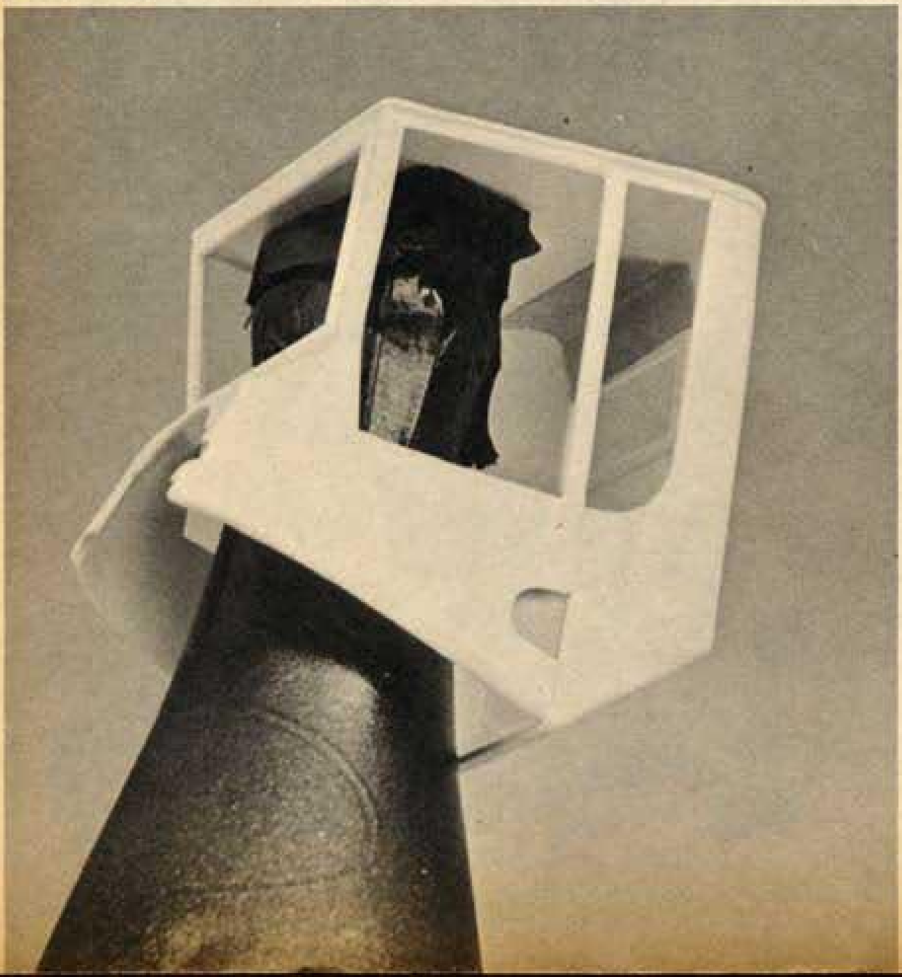
*The finned area should be painted with the thinned red paint. Brush flat black paint on the fuel injection lines.*

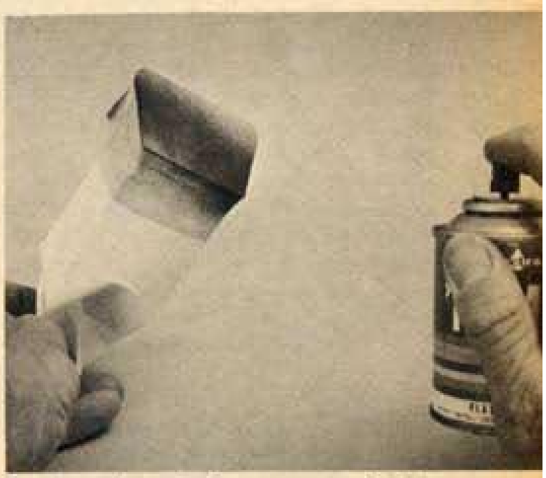


*Injector tubes have been replaced with 3/32-inch aluminum tubing. The inside edge of each tube should be trimmed and flared out. Injector bases should be painted aluminum color.*



*Cut a piece of masking tape to cover the radiator core. This will keep detail from being filled up when unit is painted. When dry, remove tape and paint flat black.*





*Let the paint on body set up completely so tape will not mar finish when you mask off top. Spray this area with Flat Black.*

*Before painting body, tape the two halves together. This is necessary to get the exact shade to body halves when applying metalflake or candy colors.*



*Now that chassis is finished and wiring completed (use sewing thread), the unit is set aside until interior is finished.*

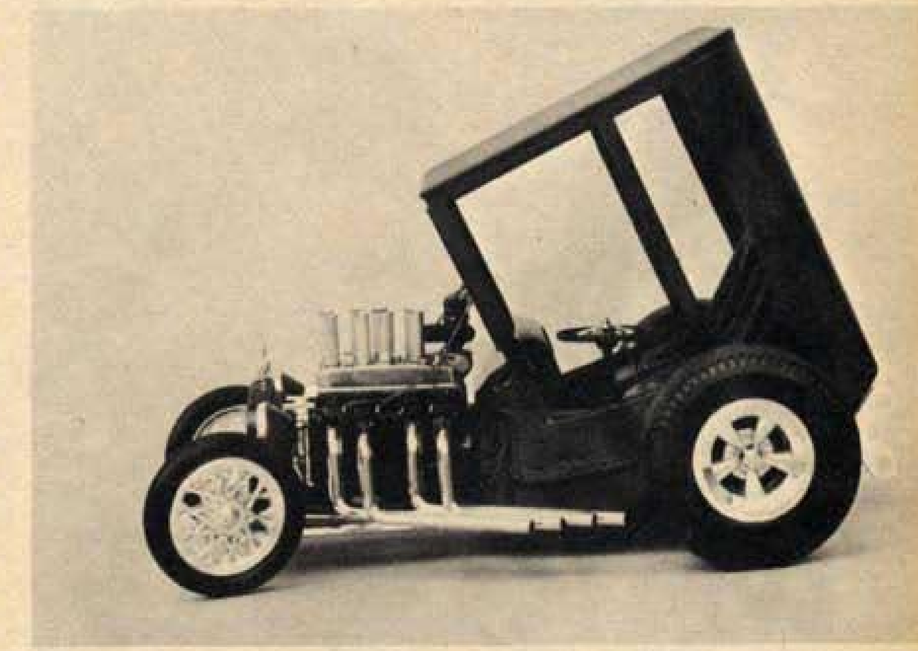


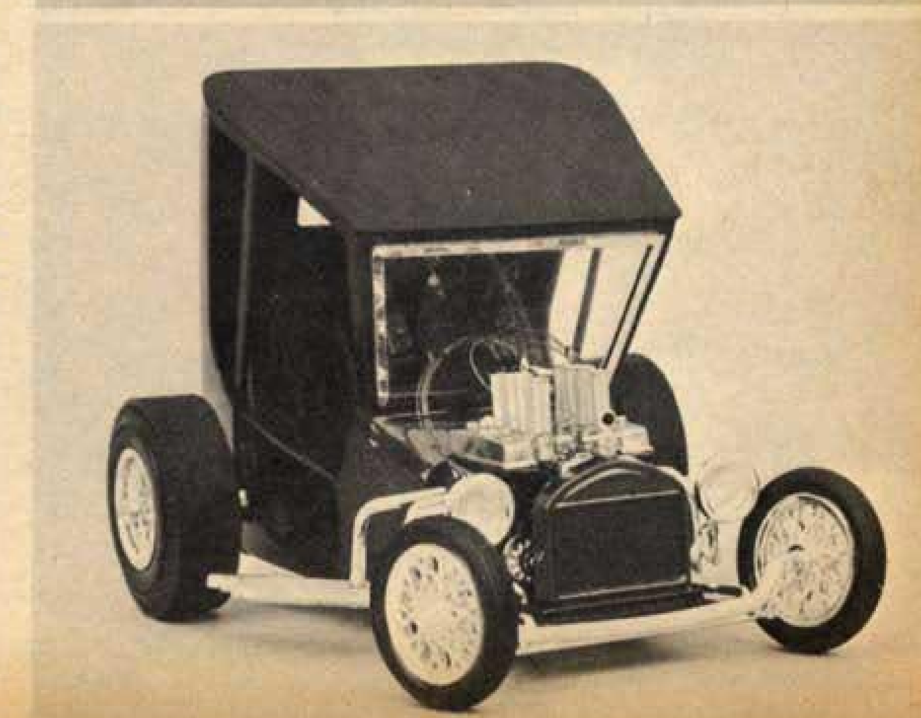
*The interior of real car was done in black leatherette and can be copied best by spraying the parts with Flat Black.*

at the time that it would be difficult for the majority of the model builders to construct; and would also require parts from many kits, making it an expensive proposition for someone with a limited budget.

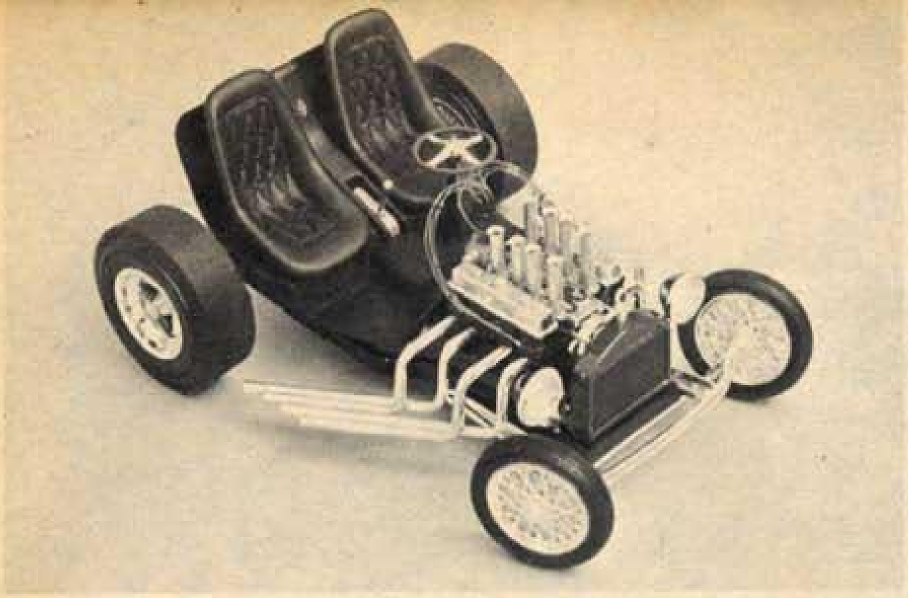
With this in mind, Steve decided to contact Monogram Models about the possibility of their building a one-twenty-fifth scale version of the car. At last, after much research, here is the finished product in exact detail.

My "T" was painted with Pactra's Candy Rootbeer over a gold base. Then a coat of blazing red metal-flake was sprayed on. Before the exhaust pipes were glued together, the ends were filed flat, and painted flat black to give the appearance of being hollow. The inside of the body was also painted with flat black. The steering wheel ring was painted with Pactra's flat roof brown to simulate wood. Red thread was used for wires, and small pieces of black plastic were glued across these, to represent small separating blocks used on the real car.





*When done up just right, your scale "U.T." will look remarkably like Steve's original . . . which should mean that it'll look like nothing you've ever built before . . . unless you're an old hand at building rods that look like they're kinda bent out of shape.*



*Now that the entire chassis is finished and interior set into place, our model looks surprisingly like a Dune Buggy. The interior and dash panel should be glued into the front half of body before unit is glued together.*



*Windshield frame on real car is a chromed unit and can be duplicated using 1/16-inch Chrome Pinstriping tape.*

By DENNIS DOTY

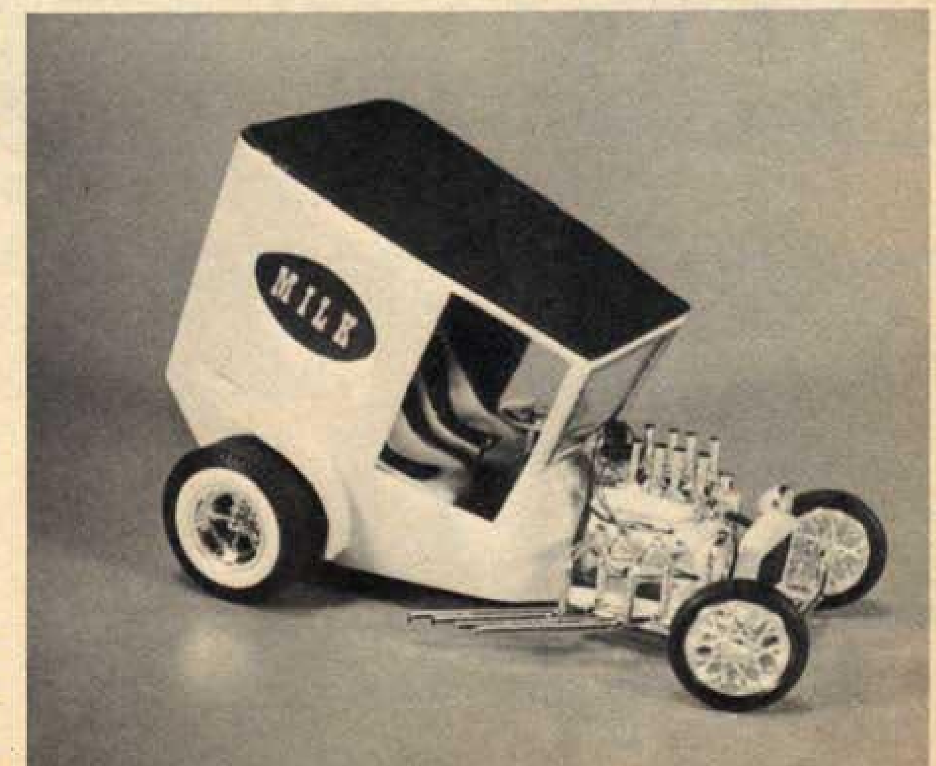
# MAKE IT A MILK WAGON!!

## HERE'S ONE READER'S FENDER-BENDING IDEA ON HOW TO GO "DIFFERENT" WITH STEVE SCOTT'S CRAZY CUSTOM...

If you just don't hack the square transportation given to the early rising men in white, here's the scope. The big go at the recent custom shows has got to be the "Milk Wagon". These weirdly proportioned crowd gatherers are high rise panel-rods with huge dune buggy super skins psyching people from the rear.

Just the right base for one of these wild delivery machines is Monogram's model of Steve Scott's stylish Uncertain "T", or rather TWO Monogram Uncertain "T's" and some '34 Ford fenders. As indicated by the step-by-step photos, sheets of styrene will be needed to fill up various gaps. The stock mill will suffice for go-power, but it's generally considered that the mode to go is as hairy as possible.

To give each "Milk Truck" or delivery van its own comical individuality, lettering is the standard hang up; but Visual

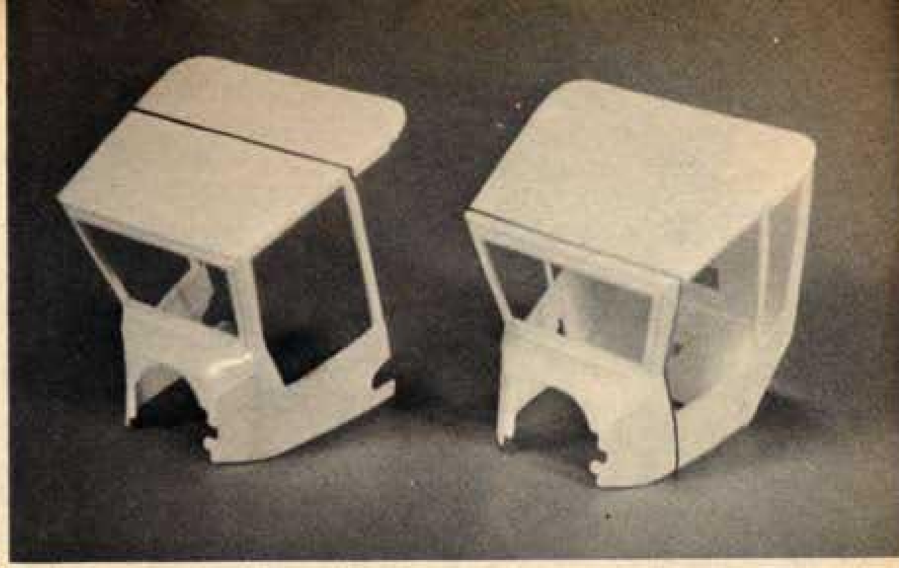



*Monogram's version of the Uncertain T is an all time copy of one of the greatest custom showsters ever. But lately, "Milk Wagons" are the big thing. So, if you want something extra wild, grab on to some parts from two "U.T." kits and work up a show-stopping "M.W.!"*

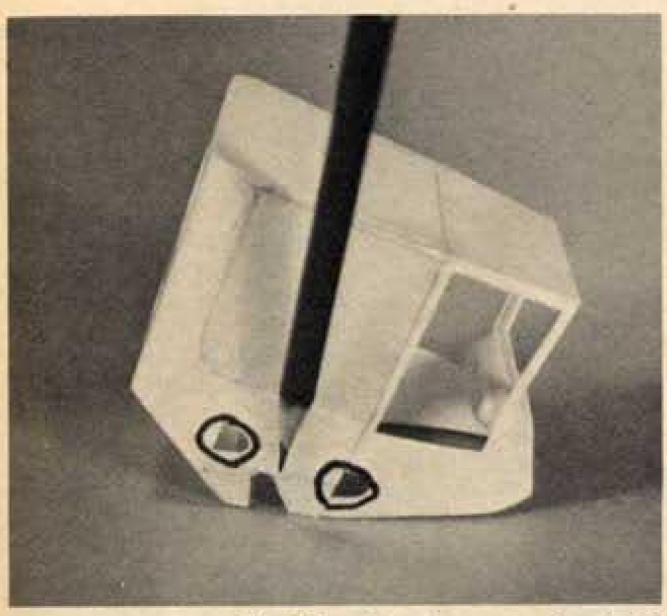
# MILK WAGON!!

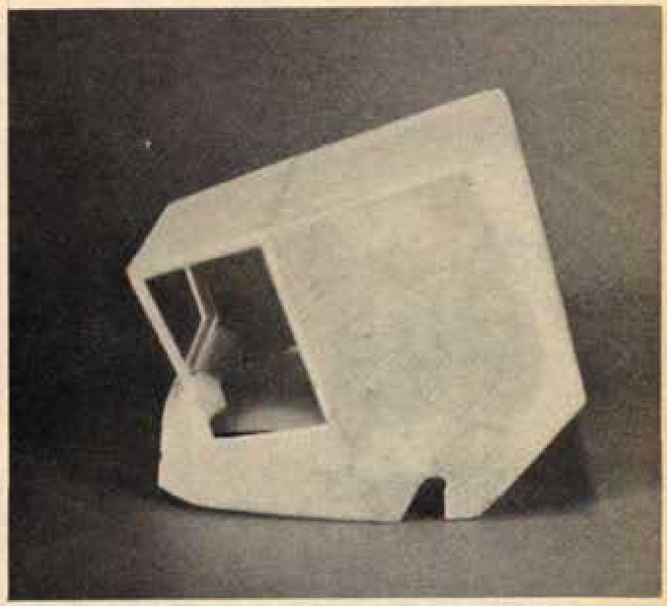
Art Industries Letraset Instant Lettering comes through. The letters, on one side of a transparent sheet, are transferred to the body surface by simply applying pressure to the other side of the sheet. For boff-ups, masking tape pulls up the rejects.

Now are we ready for some FAST service for a change? OK, so just grab onto the necessary kits and start cutting as the photos show. The uncertain T is a great machine, but a Milk Wagon is what's happening now!

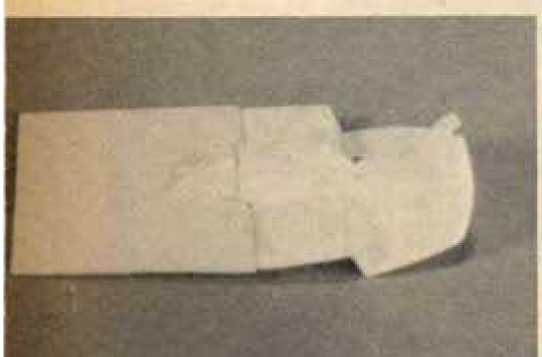


*The first step in Milk-Wagon-making is to glue one body together. Then mark it and the other body front half as shown, and cut off unwanted pieces.*

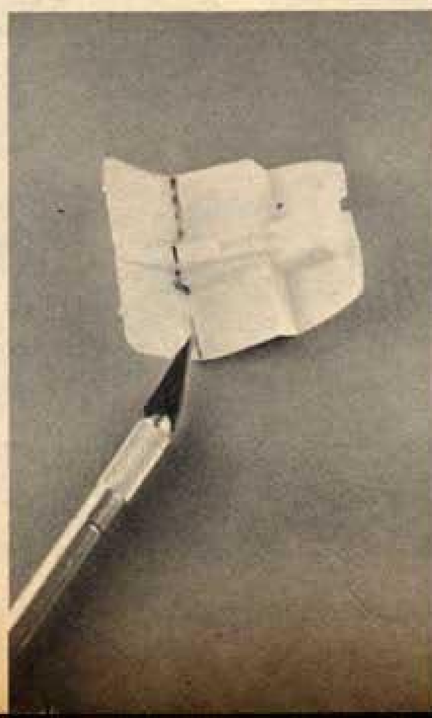


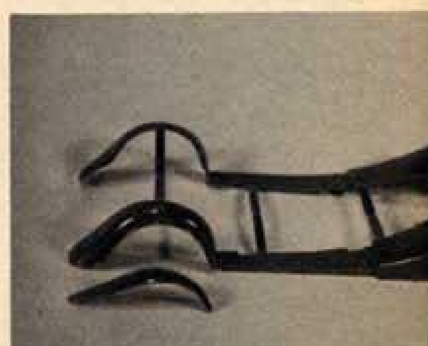


*You'll have to cut a new opening for the rear axle. Then fill the old axle openings, and the hole for the key-push-bar. Smooth up the sides with body putty and a sanding job.*

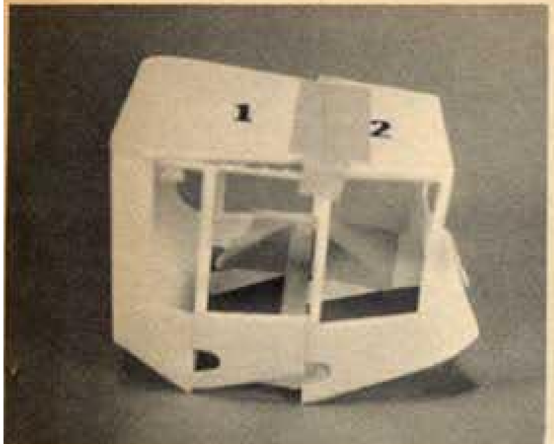


*To rework the interior, cut away the rear portion at the fold line. Glue on a piece of plastic to fill in the area, then add a section from the console of the second interior.*

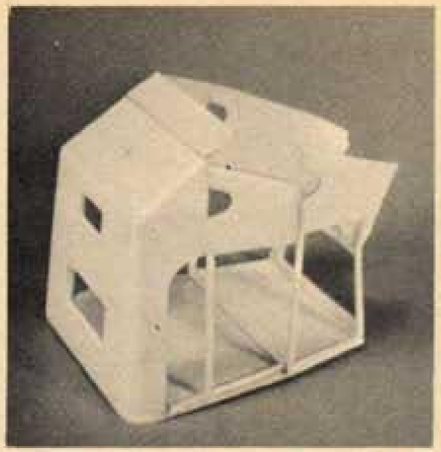




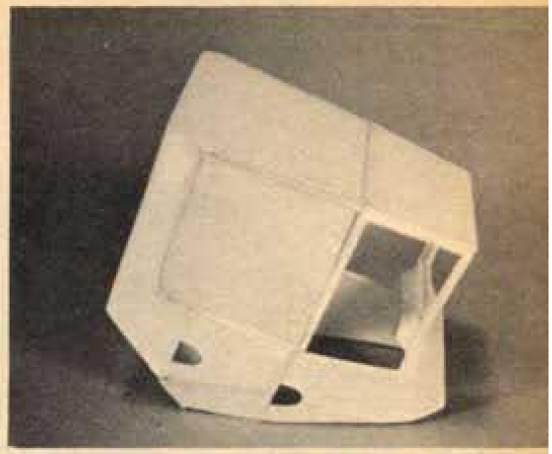
*Cut the rear fenders from a Monogram '34 Ford Coupe/Convertible. Trim them down as shown in this photo.*



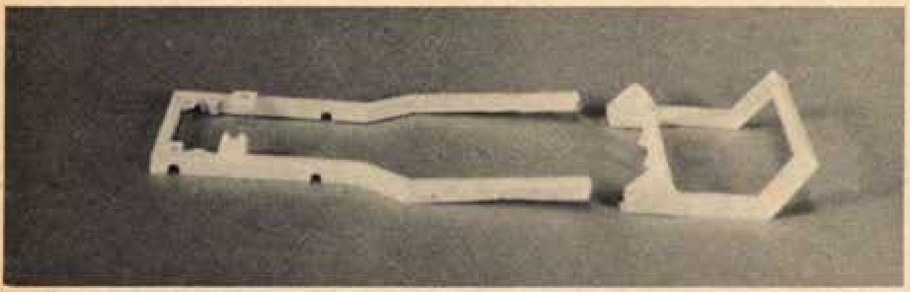
*Center the two roof sections as shown; glue and hold with tape. Then spread the sides apart to line them up; again glue and tape in position until dry.*



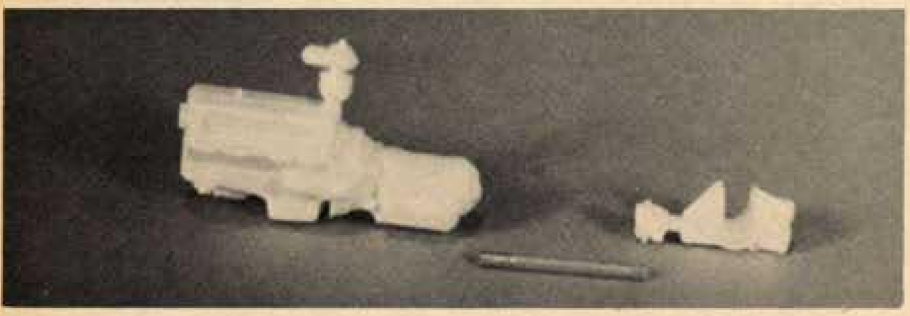
*With strips of sheet plastic, extend the rear body down 7/16" (or flush with front bottom edge). Cement; let dry; and fill any gaps with putty.*



*Fill in the rear side windows with sheet plastic. You may want to remove the rear posts as I have, and use just one piece to fill the hole.*



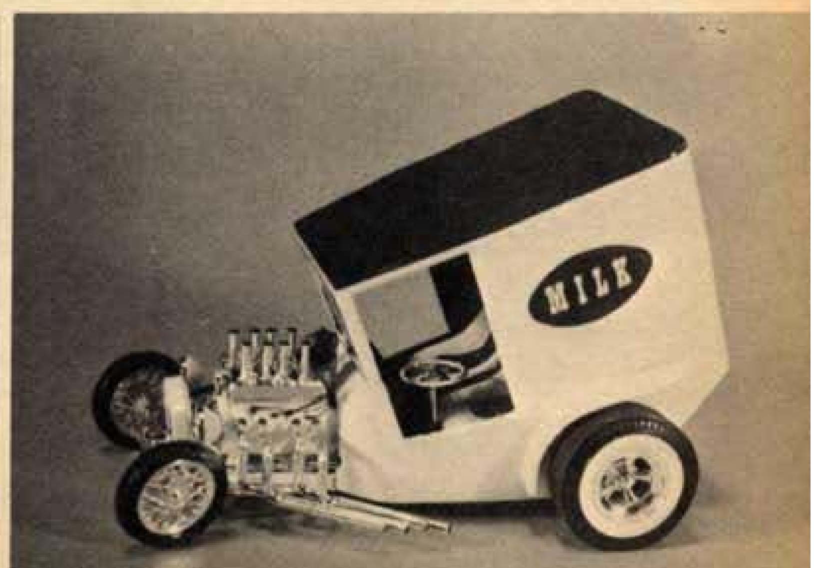
*The frame will have to be extended to accept the added body length. Simply cut off the rear engine and axle mounts from one frame, and add those from the other.*

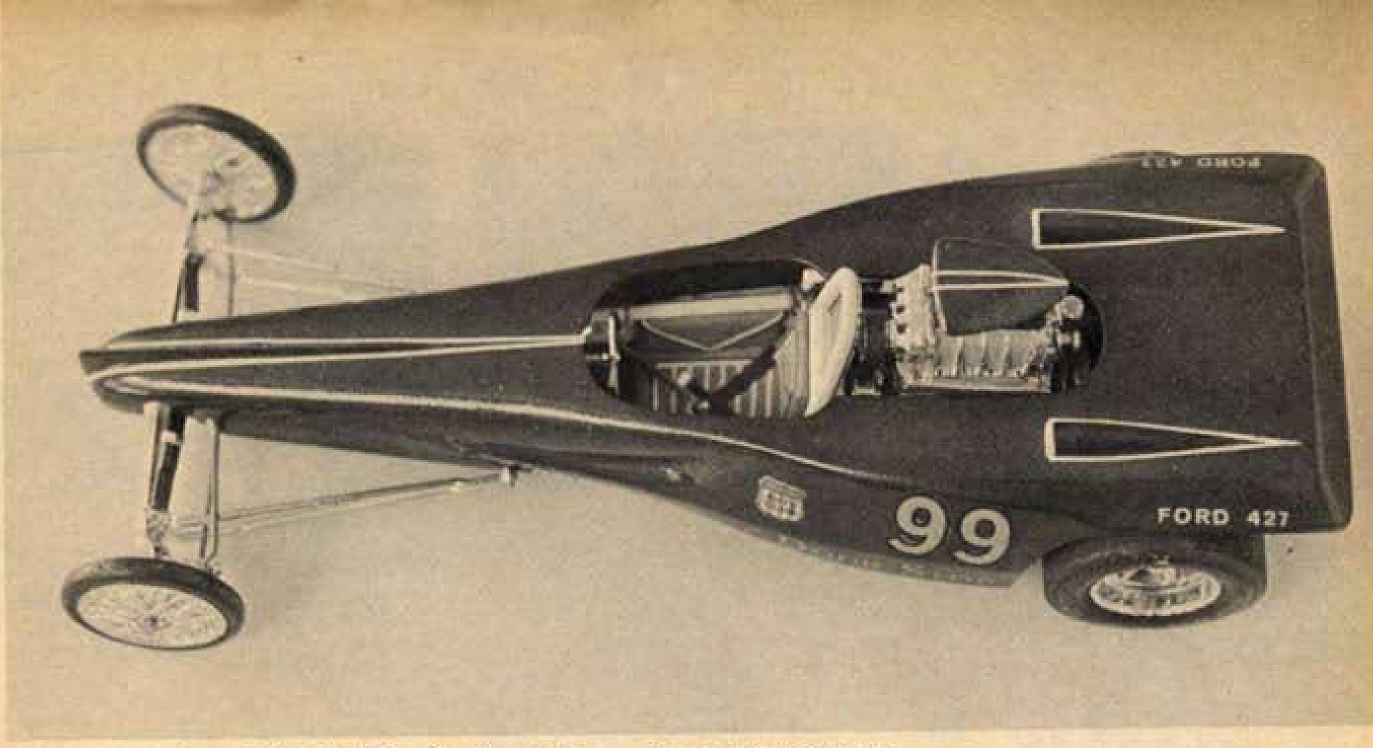


*The drive shaft will also have to be extended to match the new frame length. Add a piece of 3/32" tubing between the transmission and the differential housing assembly.*

*The finished product sports the latest secret for easy lettering . . . Letraset dry transfers. The background disc was cut from a solid color decal sheet.*






***Bob Nordberg's beautifully built "Door Stop" asphalter was based on four different kits (Revell Road Agent and '55 Chev, Monogram Sizzler, and MPC Stingray), plus several Revell custom car parts and a flock of scratched details.***

# THE DOOR STOP DRAGSTER

BY CHAN BUSH

*LIFTING A FEW HINTS FROM TONY NANCY'S "WEDGE," BOB NORDBERG HAS CUSTOM BUILT ONE OF THE SHARPEST LOOKING ASPHALT MACHINES EVER TO ROAR OUR WAY.*

One of Tony Nancy's most talked about dragster designs was (and is) the rear-engine (Plymouth) "Wedge". The appearance, and reportedly the driving "feel", was not unlike a long, outsized go-kart. And when seen standing still, the long forward tapering profile also reminded you of those little thingies that are used to prop open doors. Yeah! Door Stops!

Well, lifting a hint from the body styling of the "Wedge", Bob Nordberg, of Stromsberg, Neb., went and custom built one of the slickest asphalters we've seen in some time. Briefly put, what he did was to combine the rear half of a Revell Road Agent body with the cowl and nose section from Monogram's Sizzler. The frame for his "Door Stop" dragster was also lifted from the Sizzler . . . but completely reworked so that, like the "Wedge", the engine is mounted *behind* the driver.

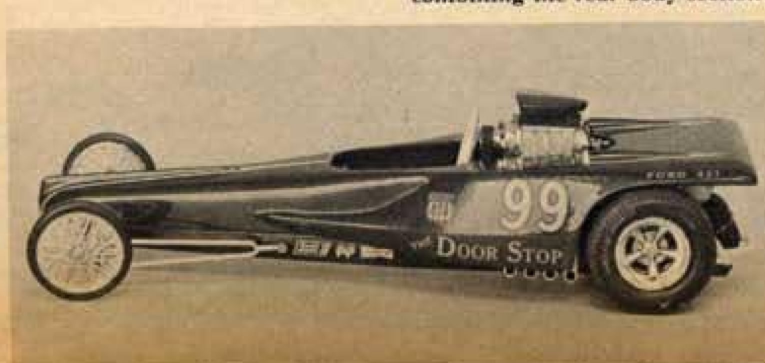
To give you a run down of the construction, let's start with the body. As you can see from the drawings, the center of the Road Agent body was cut away. Then the outer edge was narrowed by removing about 3/8ths inch of plastic from the rear. To match it up, the Sizzler cowl was sectioned and moved forward . . . thus linking it with the Agent body and the nose section. The empty space in the engine area was filled with plastic sheeting cut to fit. The Sizzler belly pan wasn't altered . . . but it was used as a guide in assembling the body (how much to section the cowl, body, etc.).

Detailing goodies were lifted from several Revell Custom Car Part kits, plus an MPC Stingray, and a Revell '55 Chevy. The finish involves 14 different coats of paint, ranging from a gold base to a final cover of sapphire blue. The frame is a stark white, as is the Auto World stripping tape used on the seat, nose section, and rear deck. The lettering was made up from Letraset sheets, like that used on the "Milk Wagon" custom seen elsewhere in this issue.

All told, the Door Stop is a beautiful job of model building . . . particularly the way everything was put together so sano. Nice work . . . if you can do it!

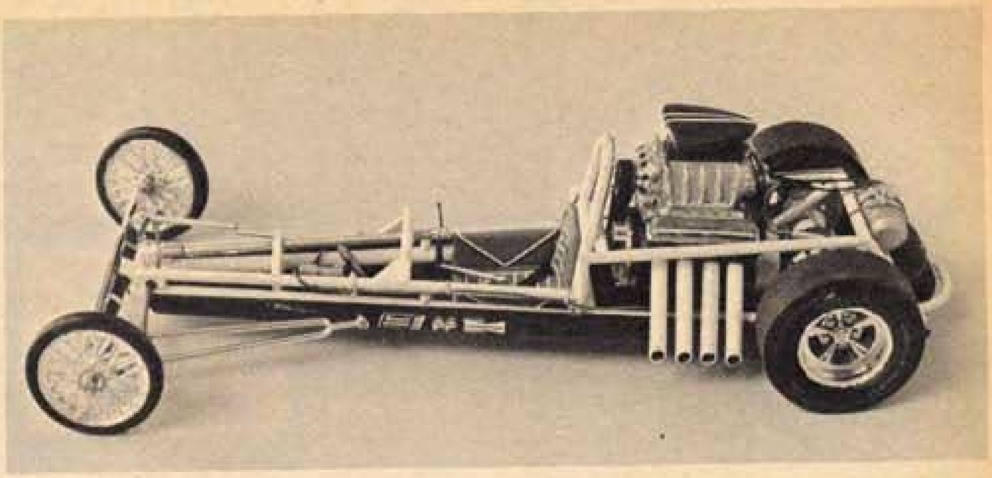
*Continued on page 60*

***The major body modification which produced the "Tony Nancy Wedge" effect involved combining the rear body section of the Road Agent with the nose and cowl of the Sizzler.***

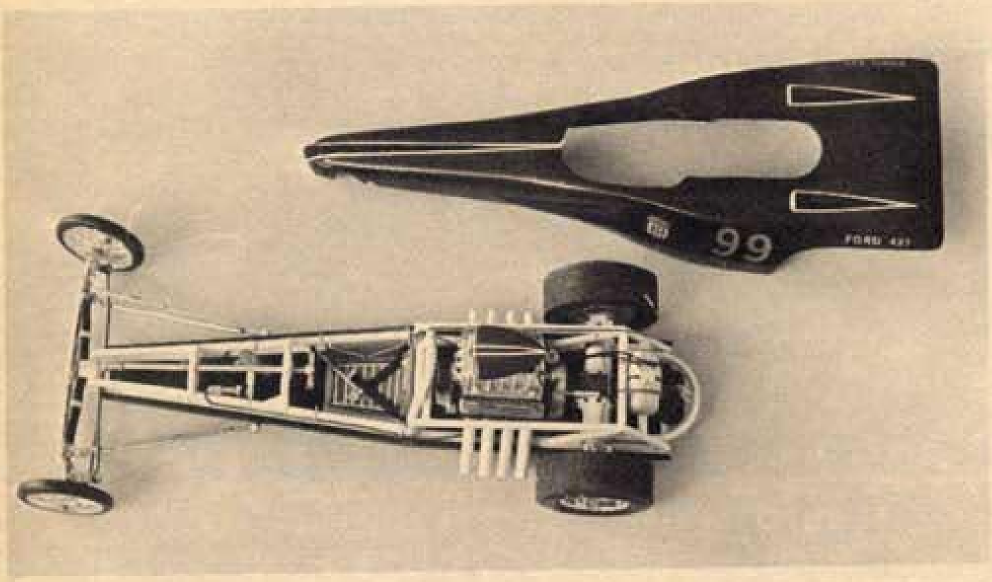




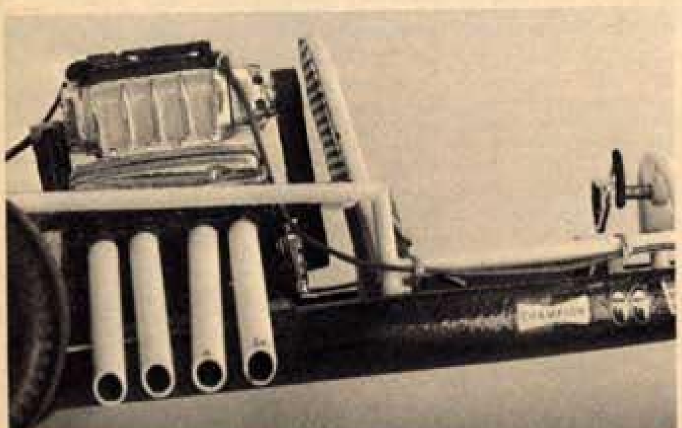

# THE DOOR STOP DRAGSTER



*The frame, while basically Sizzler, was significantly reworked to put the driver ahead of the engine. The belly pan is also Sizzler, while the air scoop for the blower was lifted from the Stingray.*

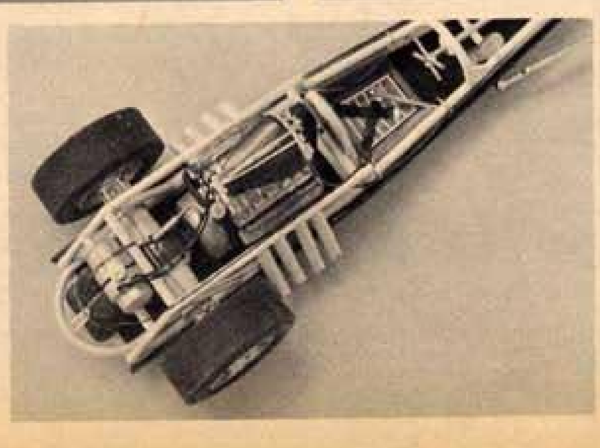



*The drag slicks and rear wheels came from the '55 Chevy, and roll with the Sizzler rear end. Model rivets were used for lug bolts and on the radius rods.*





*The Ford 427 engine (Revell Custom Car Parts), wired and fitted with fuel lines and throttle linkage, dumps its exhaust thru pipes scratched from brass tubing painted white.*



*The tail half of the Door Stop has been very neatly done. From the Stingray came the drag chute, while the fuel tank came from Revell customizing parts.*

*Continued on page 62*

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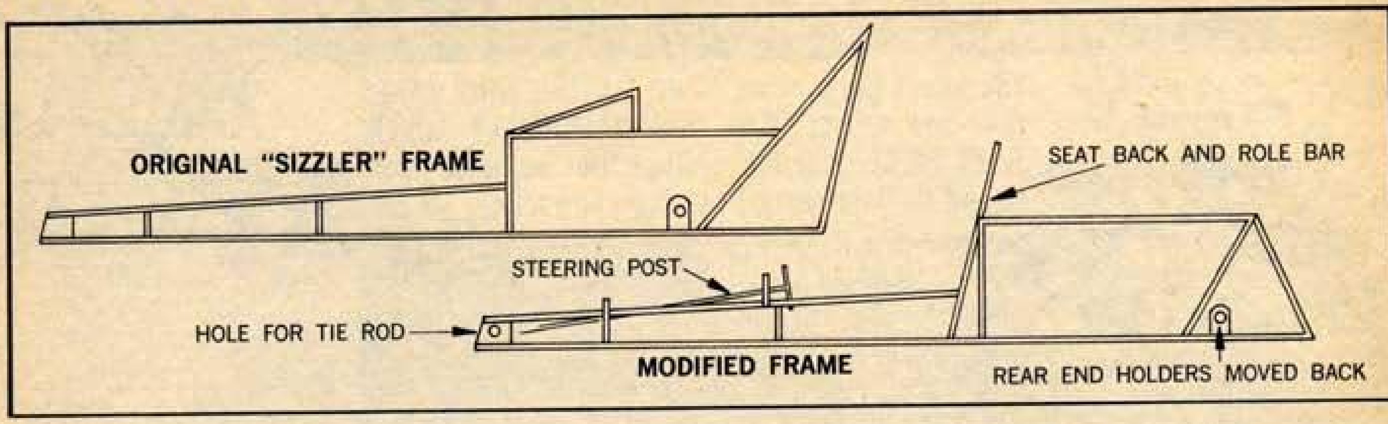
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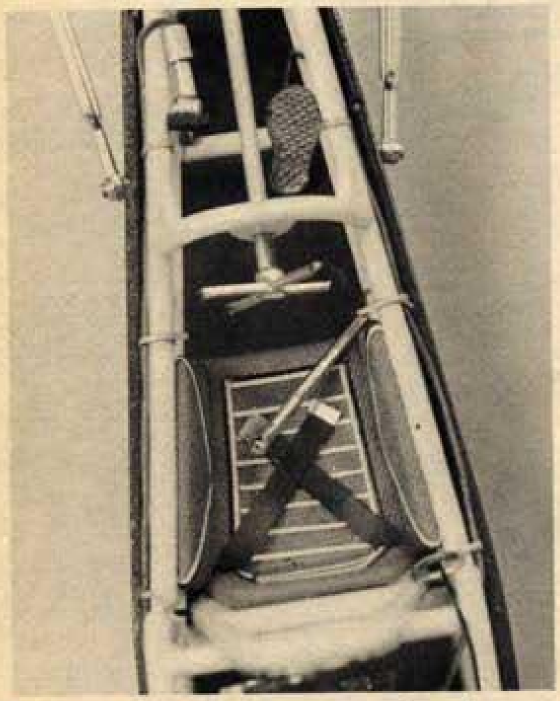
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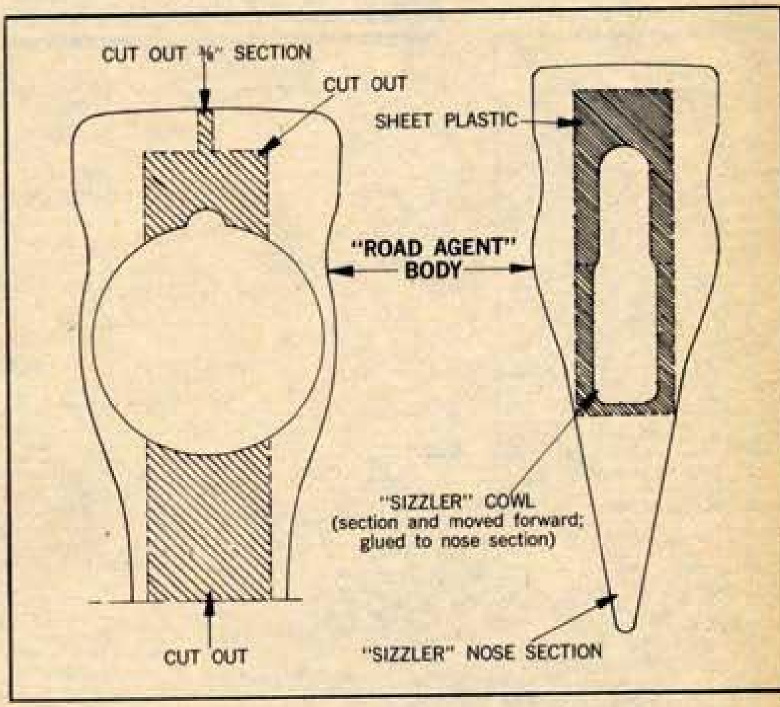
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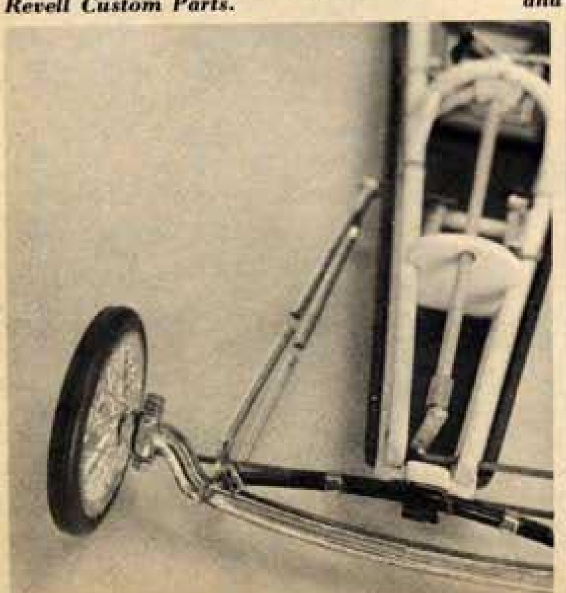


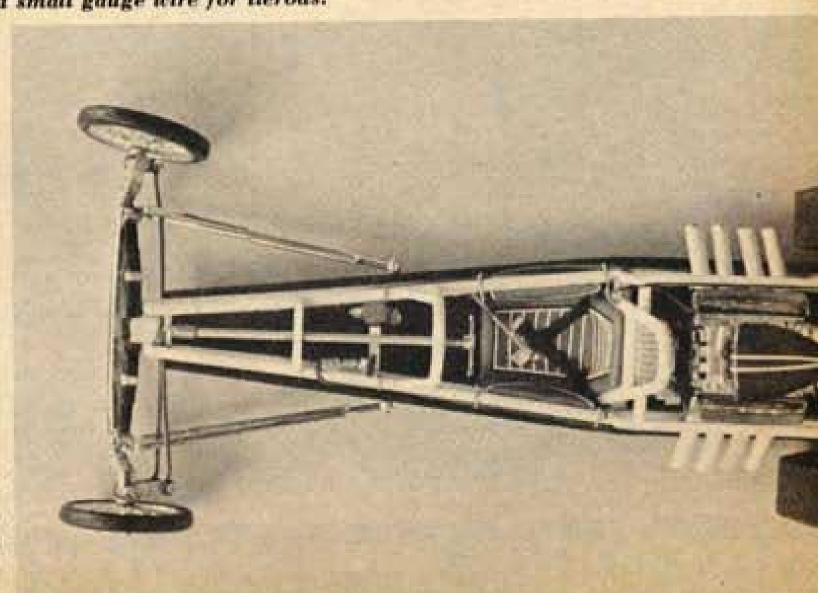



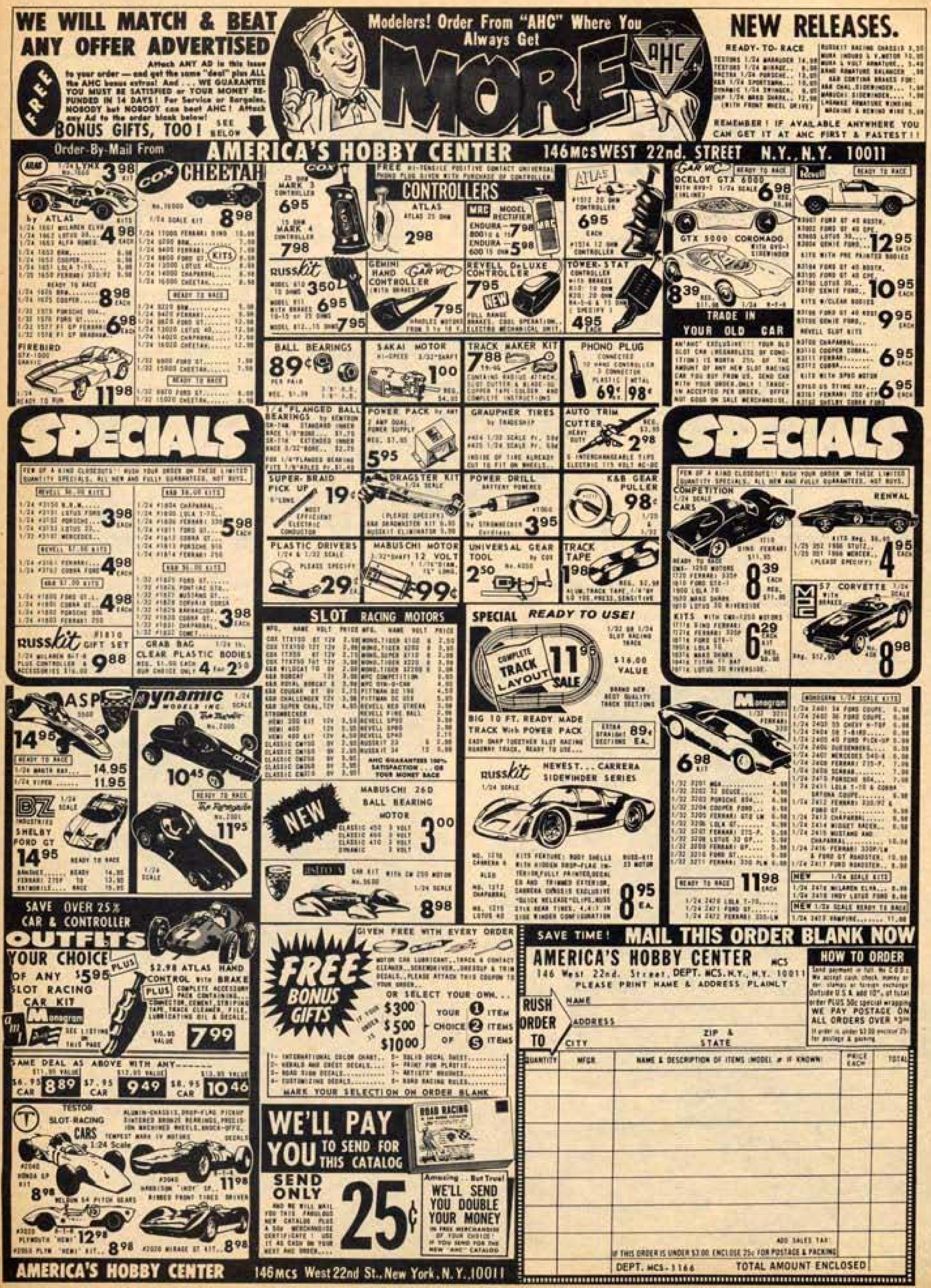



*In the driver's section, the seat was shaped from card stock, covered with red plastic and white stripping tape. The gas pedal was lifted from the '55 Chev; the belts from Revell Custom Parts.*

*Up front, Road Agent tires are fitted on Custom Part wheels, and ride with the Sizzler front axle. The radius rods are also Sizzler. The steering assembly was scratched from a brass rod, jewelers bolts and small gauge wire for tierods.*







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# WILD WHEELS FOR THE "HERO"

*No doubt about it . . . TV's gone car crazy!! and the latest of the new breed of "Tube" customs is the unbelievable "Cowboy Imperial"*

**By MARSHALL NEALAND**




When the producers created the television series, "The Hero", a satire on the modern Hollywood-type cowboy, they were faced with the problem of providing the star, Richard Mulligan, with transportation which was as satirical and comical as the character he was to portray. In their dilemma, the producers turned to Gene Winfield, a noted custom and star-car builder. The result, a "western-style" Imperial convertible has itself become a popular feature of the show.

Among its many "Hmm-type" features are its steer horn hood ornament, six-gun shifter ("Fastest shift in the west"), a marshall's star on the rear deck, and a spur accelerator pedal. Also included are horse statuettes, hand-tooled leather seats and dash, fringe around the body and fenders, and specially ornamented bumpers.

A super-detailed kit version of this car, built by A.M.T.'s own scale customizers is soon to be released and will be loaded with all the custom features seen weekly on the NBC color series.

As an added attraction, the kit may be assembled as a pickup – open or closed cockpit – by installing the optional bed and interior included in the kit.

As a result of the growing popularity of the many star-cars in television series (Batmobile, Black Beauty, etc.), A.M.T. is intending the Hero car to be the first in a line of forthcoming star-cars.

***Would you believe that this here city-type dude is supposed to be a typical red-blooded American-kinda cowboy? Of course not . . . that's how come he's the Hero, of a TV show by the same name.***



***Gene Winfield, who's known in the trade as one of the best customizers around, has also got a healthy comic streak. The Hero rod is his doing, from the steer horns up front, right down to the spur-tipped accelerator (is it legal???)***





***The main gig of the Hero show is that the star, Richard Mulligan, plays a Hollywood-bred cowboy, who's a big muscle on the screen and little chicken any other time. And since he wouldn't know a horse from a brick wall, he "rides the range" in this here bit of western comfort.***

***Hard to tell which is wilder . . . the inside or the exterior. And if you have a thing about finely tooled leather, this car's got to be your heaven. And check that steering wheel (?)!!***



***Out here in movie-land, the producers of the "Hero" wanted a gaudy rod . . . and Gene gave it to them with both barrels. He says you can't really appreciate all the chrome thingies without a good pair of dark glasses.***

The custom car industry is undergoing a major revolution due to the addition of new and fresh automotive ideas coming from the entertainment world. Many of the famous custom car designers are finding a new challenge in attempting the far-out designs of the movie studios.

The scale versions of these cars accurately reflect the thought and imagination that have gone into the real machine.

We would sincerely recommend that you run right down to your corner hobby shop as fast as your ankles can make it, lay down your $1.70 (the price of the A.M.T. Hero), and proceed to build the loudest custom creation yet.



***Ever wonder what Roy Rogers did with his old cowboy shirts . . . well, you're looking at a stretch of shoulder fringe! Or maybe this is the new "Mini" trend in fender skirts!***



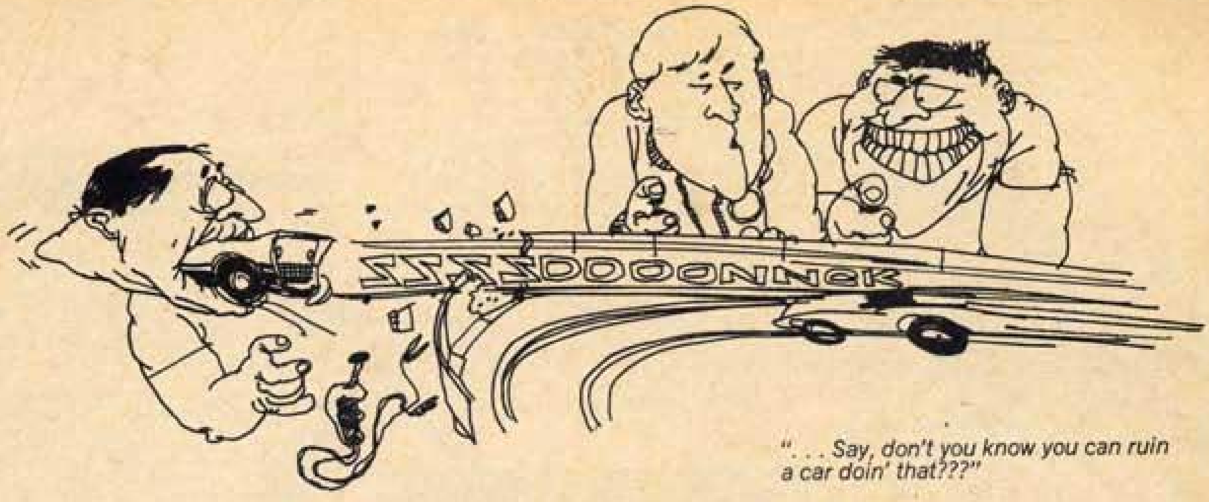
## STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION

(Act of October 23, 1962, Section 4369, Title 39, United States Code)

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4. Location of known office of publication — Spartan Printing Company, 2nd and Dickey Streets, Sparta, Illinois.
5. Location of the headquarters of general business offices of the publishers — 131 Barrington Place, Los Angeles, California 90049.
6. Names and address of: Publisher — Gordon Behn, Don Werner, 131 Barrington Place, Los Angeles, California 90049. Editorial Director — James Miller, 131 Barrington Place, Los Angeles, California 90049. Editor — James Bambrick, 131 Barrington Place, Los Angeles, California 90049.
7. Owner (if owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given) — Delta Magazines, Inc., 131 Barrington Place, Los Angeles, California 90049. D. N. Werner, 131 Barrington Place, Los Angeles, California 90049. Gordon Behn, 131 Barrington Place, Los Angeles, California 90049.
8. Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages or other securities — none.
9. Paragraphs 7 and 8 include, in cases where the stockholders or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner. Names and addresses of individuals who are stockholders of a corporation which itself is a stockholder or holder of bonds, mortgages or other securities of the publishing corporation have been included in paragraphs 7 and 8 when the interests of such individuals are equivalent to 1 percent or more of the total amount of the stock or securities of the publishing corporation.

| | Average No. Copies Each Issue During Preceding 12 Months | Single Issue Nearest To Filing Date |
|---|---|---|
| A. Total no. copies printer (net press run) | 178,598 | 187,441 |
| B. Paid circulation | | |
| 1. Sales through dealers and carriers, street vendors and counter sales | 168,537 | 175,294 |
| 2. Mail subscriptions | 8,280 | 10,124 |
| C. Total paid circulation | 176,817 | 185,418 |
| D. Free distribution (including samples) by mail, carrier, or other means | 306 | 333 |
| E. Total distribution (sum of C and D) | 177,123 | 185,751 |
| F. Office use, left-over, unaccounted, spoiled after printing | 1,475 | 1,690 |
| G. Total (Sum of E & F — should equal net press run shown in A) | 178,598 | 187,441 |

I certify that the statements made by me above are correct and complete.
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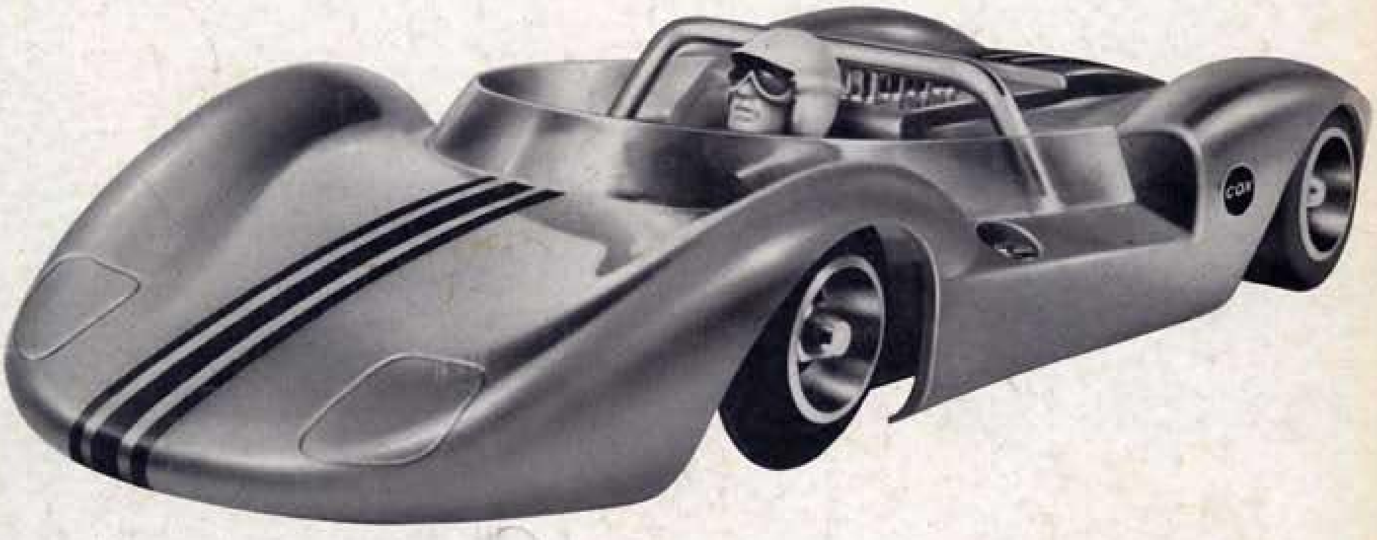
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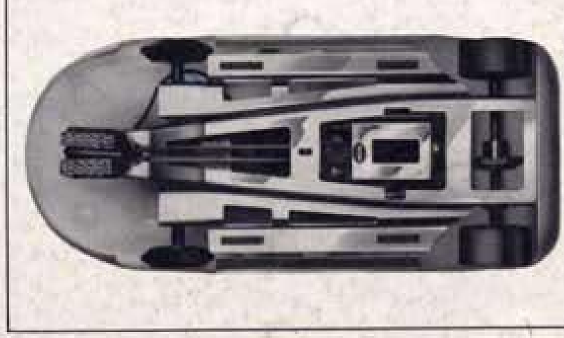
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